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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after AUGUST 28th, 1929, until Further Notice (all previous Time Tables cancelled).

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Kowloon Dep.	6.55	8.00	9.24	10.05	12.02	1.18	2.34	3.00	4.30	5.40	7.45
Yau Ma Tei Dep.	6.44	—	—	9.15	10.03	12.10	1.26	—	4.23	5.33	7.33
Shatin Dep.	6.58	—	—	9.28	10.20	12.22	1.38	—	4.37	5.47	7.47
Tai Po Dep.	7.10	—	—	9.40	10.33	12.35	1.51	—	5.04	6.14	8.17
Tai Po Dep.	7.15	—	—	9.45	10.37	12.39	1.55	—	5.09	6.17	8.23
Ma On Shan Dep.	7.25	—	—	10.00	10.47	12.49	2.05	—	5.19	6.27	8.33
Shing Mun Dep.	7.30	—	—	10.05	10.52	12.54	2.10	—	5.23	6.32	8.37
Shing Mun Arr.	7.38	8.40	9.07	10.11	10.58	1.00	2.10	3.19	5.40	6.48	8.43
Canton Arr.	12.34	—	—	5.42	—	—	—	7.34	—	—	—

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton Dep.	—	—	—	—	—	8.25	—	—	—	—	8.25
Shing Mun Dep.	—	—	—	—	—	8.35	—	—	—	—	8.35
Shing Mun Arr.	7.15	7.50	10.34	11.41	12.19	2.35	4.39	5.47	6.54	7.00	7.19
Ma On Shan Dep.	7.20	8.05	10.43	11.48	—	2.42	4.46	5.54	7.00	—	—
Shatin Dep.	7.30	8.10	10.47	11.52	—	2.48	4.50	5.58	—	—	—
Tai Po Dep.	7.33	8.31	10.57	12.03	—	2.53	5.00	6.08	—	—	—
Tai Po Dep.	7.40	8.38	11.01	12.07	—	2.58	5.04	6.12	—	—	—
Shing Mun Dep.	7.53	8.39	11.14	12.21	—	3.05	5.11	6.18	—	—	—
Shing Mun Arr.	8.08	8.51	11.23	12.35	—	3.17	5.23	6.30	—	—	—
Kowloon Arr.	8.12	8.57	11.32	12.41	12.59	3.33	5.38	6.44	7.36	7.59	—

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DIARY OF LOCAL EVENTS.

Today.
(April 8.)

Oxford Trinity Term Begins.
Philharmonic Society: Annual
General Meeting, 5.30 p.m.
Victoria Recreation Club: Annual
General Meeting, 8 p.m.
Reception at the Netherlands
Indische Handelbank, 12.15 p.m.
South Wales Borderers' Sports,
Sookunpo, 2.30 p.m.
Concert at Sailors' and Soldiers'
Home, 9 p.m.
Opening of the Y.W.C.A. by
Lady Peel, 2.30 p.m.
Hong Kong Cricket Club, Tennis
Tournament: Open Singles: C. A.
L. Runjahn v. H. N. Chau or L.
Goldman; Handicap Singles: B.
Womack v. Clarabutt, Morhans v.
Low; Handicap Doubles: Wade
and Rigg v. Petrie and Lewis, But-
tress and Woodman v. Humphreys
and Wild, Rodgers and Rodgers v.
Henderson and Bishop, Stock and
Humphreys v. Nash and Hill, Owen
Hughes and More v. Low and Dow-
ley.

St. Andrew's Young Men's Club,
Dramatic Evening, St. Andrew's
Church Hall, 9 p.m.
Queen's Theatre: "Say It with
Songs."
World Theatre: "Raffles."
Star Theatre: "What A Widow."
Central Theatre: "Flight."
King's Theatre: "Spoilers."
Majestic Theatre: "Thunder-
bolt."

Dances: Tea Dance, H.K. Hotel;
Dinner Dance, Peninsula and Ro-
pulsive Bay Hotels.

Thursday.

(April 9.)

Annual Inspection, H.K.V.D.C.
by G.O.C., Murray Parade ground,
6 p.m.
Hong Kong Cricket Club, Tennis
Tournament: Open Doubles: M.
K. Lo and M. W. Lo v. Ho Ka Lau
and Yew Man Kit; Handicap
Singles: "A": Foley (scr.) v.
Holmes (owe 10), R. H. Wild (rec.
3/0) v. J. H. Anderson (owe 3/0)
r. A. C. I. Bowker (rec. 1/0); Hand-
icap Singles: "B": Jensen (rec.
5/6) v. O. O. Womack (owe 1/0) or
Clarabutt (rec. 1/0); Mixed
Doubles: Mr. and Mrs. Bishop
(scr.) v. Remington and Mrs. H.
Owen Hughes (rec. 2/0), Hill and
Mrs. Orme (rec. 2/0) v. Monaghan
and Mrs. James (owe 4/0), Hum-
phreys and Miss Thomas (owe 10)
v. Sewell and Mrs. Piercy (owe
1/0).

Queen's Theatre: "Sea Bat."
World Theatre: "What A
Widow."
Star Theatre: "Raffles."
Central Theatre: "Flight."
King's Theatre: "Spoilers."
Majestic Theatre: "Thunder-
bolt."
European Mail—Inward: Europe
via Siberia (Mirzapore); Europe
via Suez (Kalyan). Outward:
Europe via Siberia (Empress of
Asia) 6 p.m.

Friday.

H.E. The Governor Opens New
Union Church, 5.45 p.m.
Lammer's Auction of Household
Furniture, Salesroom, 2.30 p.m.

PEN PICTURES OF AMERICA.

II.—THE RED INDIAN OF TO-DAY.

A SAD AND DYING PEOPLE.

[By J. E. SEWELL.]

To the ordinary, city raised
American the Red Indian of the
north American continent is as much
a mystery as he is to people of
other countries. Many persons
even in the United States believe
that the Red Indian still goes on
the "War Path" and kills and
scalps the lonely farmer and
hunter, and to protect themselves
the dwellers in the Western Plains
must be constantly armed and shoot
at sight any Indian. This idea is,
of course, foolish, at the last of
the "Indian outrages" was in
1880, although for the following ten
years Indians who left the reser-
vations continued to cause trouble
in various petty ways. There have
been since then several outbreaks
on the part of tribes in the South
Western United States and Nor-
thern Mexico but these were soon
put down although they were
serious while they lasted.

Cattle Raiding.
At the present time the Indians
limit their raiding activities to
the stealing of a few head of cattle
but these depredations are not very
serious, and no lives are lost except
on the part of the raiders if they
are unlucky enough to be caught
in the act. There are many steady
and law-abiding Indians so it is
not fair to judge the entire race
by the minority, as many American
people are inclined to do.

A Gallant Fight.
During the early part of the 19th
century the Indian was fighting for
a country that was originally theirs
and were attempting to drive back
invaders. They are justly proud
of the fight they put up, and well
they may be, for they were up
against a foe who was well armed
and vastly superior in numbers.
Knowing that their efforts were
hopeless, nevertheless, they con-
tinued to dispute every inch of
ground and it was only when caught
between two rapidly converging
lines advancing from the Atlantic
and the Pacific coasts that they
surrendered and settled on the re-
servations which the white people
allotted to them.

Three Groups.
There are numerous Indian tribes
but they can be classified into three
groups. These are, Coast Indians,
often referred to as the fish eaters,
the Mountain Indians, who live in
the mountains and make their living
by hunting, and the Plain Indians
who were also hunters in the
olden times. Now these people are
reduced to farming, an occupation
which was always looked down on
by the hunters and was considered
a woman's task. These people still
make very poor farmers, as their
hearts are not in it and also the
ground they were given is not very
fertile, and, as a result, they are
very poor although the discovery
of oil on some of the reservations
has made a few of the tribes ex-
tremely rich.

The coast Indian is a very poor
specimen of native and is short,
squat and dirty. Other Indians
look down on these tribes and will
not associate with them. The Plains
and Mountain Indians are tall and,
in most cases, remarkably hand-
some.

The Indian does not take kindly
to the white man's way of living
and they are constantly decreasing
in numbers as a result of sickness
and degeneration following depar-
ture from their own codes and
customs. The Indian population
now is about half what it was
twenty years ago.

Schools, Etc.
The Government maintains schools
on all of the Reservations and
there are also two universities for
Indians only, and many remarkable
men have been produced as the
result, but there are many Indians
who, as soon as they graduate, re-
vert to their native language and
customs and refuse to make any use
of their education.
The Indian does not compete with
the white man to any extent and
follows very few trades. Many of
the half-breed Indians enter poli-
tics and it is rumored that one
of the leading statesmen of the
United States is part Indian.
Taken all round the Indian of
to-day is but a sorry descendant of
a once great race. He is worthy
of pity for the treatment of these
people is one of the darkest spots
on American history.

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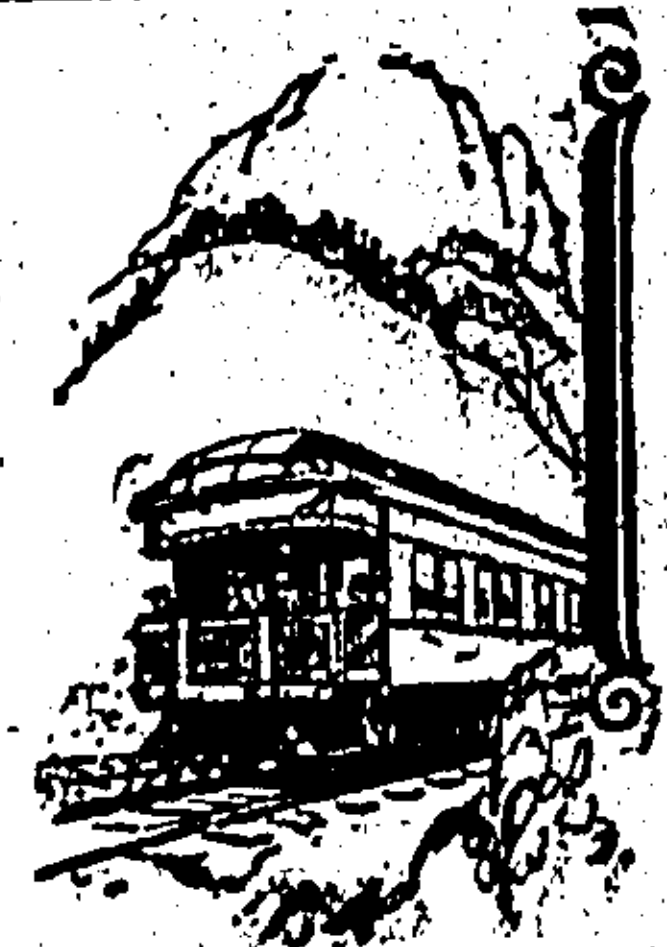
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NEWS FROM
EVERYWHERE.

THE EXETER TRIAL.

In the great winter trial from London to Exeter, promoted by the English Motor Cycle Club at Christmas time, 193 cars competed. The weather was the best for years, and 164 cars were checked in at the finish. There were six observed hills, Devenish Pit, Higher Hill, Harcombe, Meerhay, Black Hill, and Ibberton, there being a stop and re-start test on Black Hill. Seventy cars either stopped or failed to conform with the conditions on Black Hill; 34 failed on Meerhay, 23 on Ibberton, and 15 on Devenish Pit, which many had to ascend in the dark. Forty-six makes of cars were represented among the starters, ranging from an Austin Seven to a Buick and a 30/98-h.p. Vauxhall. The greatest numbers of individual makes were 24 M.G. Midget, 19 Riley, 19 Frazer Nash, 15 Austin Seven, and 11 Triumph. If all the different models of Morris products—M.G. Midget, Morris Minor, Cowley, Major, and Oxford—were added together as one make, there were 40, and 10 Austin. Four Wolseley Hornet also took part. Seventy-two cars won gold medals for flawless performances, M.G. Midget cars accounting for the

greatest number, 11, with Riley (nine) coming next. Each of the four Vauxhalls which competed won a gold medal, and both of the Bugatti cars did so. An impressive performance was that of the eight Ford cars, seven of which won gold and the other a silver medal. Forty-eight cars won silver and 30 bronze medals; seven finished the course, but received no award, and 20 retired.

A BRITISH CARS TRIUMPH.

The motor-car manufacturers of Great Britain must be congratulated, individually and collectively, on literally "sweeping the board" in the recent Monte Carlo Rally, remarks *The Motor*. This was no ordinary trial, but a test of the most searching nature, carried out in the depths of winter, over the greater part of Europe. It necessitated continuous driving, in some cases, for nearly 2,300 miles in four days and nights. The slightest trouble with the cars would have eliminated them from the list of awards.

Yet, after negotiating the nar-

row, ice-bound roads of Northern Europe, and passing across no fewer than seven countries, British cars reached the finish in such fine fettle that they were able to beat, in the final test of acceleration and braking, all their foreign rivals.

Nor is this all. They carried off all the honours in the difficult mountain climb that followed, and, so versatile are our designers and manufacturers, all the highest prizes, in the competition for the most comfortable car.

Coming as it has done at a time of industrial depression, this overwhelming British success, with cars from nearly every factory of note in these isles, is the best piece of propaganda work that has been accomplished for some time. Let us go "all out" to win all the big motoring events of the year and thus convince the world at large that there is no better car than one which is built in Britain.

BRAKES.

Brakes to-day are better on motor vehicles than the early motorists would have believed possible. They

are smooth and strong in their effect, reliable, and easy to adjust when necessary; the linings have a wonderfully long life, and only a light effort has to be made to apply them. All this applies to what has become known as the service brake, that is, the foot brake; every effort has been directed towards its improvement, and the different modern systems, hydraulic, vacuum servo, and mechanically operated have all been brought to a high pitch of excellence.

The result has been to a certain extent to relegate the handbrake to a kind of super numerary position, it being required only to hold the car stationary. The old practice pursued by experienced drivers of using the foot and hand brakes alternately and so equalising their wear and tear has fallen almost completely into disuse, and the hand brake may not always be as perfect as it should be. Far too often it is necessary to supplement it by leaving the car in gear or by chocking the wheels when a stoppage is necessary on a steep grade. These wheel chocks, which are frequently left in the road when the car proceeds on

its journey, have been the cause of trouble to other motorists. This fact may develop a sense of false security, and lull a driver into neglecting the adjustments necessary to keep his controls up to the proper standard. Absolute emergencies do not occur frequently, but when driving every day brake wear goes on almost imperceptibly until the neglectful driver may suddenly find that he has not sufficient power with either set of brakes to cope with a sudden demand.

WHY FOLLOW THE OTHERS?

Can anyone tell me why everybody drives his or her car along the same old road? writes a correspondent to "a Home paper. Week by week people tell me that they're thinking of giving up motoring (they never do give it up, by the way!) because the roads are too crowded at the week-ends.

Rubbish and fiddlesticks! There is still room for thousands without serious overcrowding, if only the motoring public would forget this herd instinct—the instinct that causes litter, slums, wars and plagues. Day by day the main and arterial roads are covered with a moving string of motors, and goodness only knows where they are going.

Some months ago I made an investigation and a successful experiment. One Sunday, having crawled along main roads to the Aero Club, I took the air lightly-heartedly, and thanked the gods that the air, at least, was tolerably empty. As I wallowed about the sky my eye caught one of the main roads; like ants impatient to get home to lunch were the innumerable cars. But for miles around the by-roads were empty. I followed a by-road to the same destination as the main road; it was longer, but I only saw three cars on it.

A few days later, on a Bank Holiday, I put my theory to the test. I was to spend the holiday in Cornwall and proposed to motor down from the Midlands—a matter of 270 miles or so. On the map I planned my goings and comings, and when the day arrived I travelled for nearly a hundred miles down the Fosse Way, meeting outside the towns and villages a matter of, say, one motor vehicle every two miles. Beyond Bath I motored through Radstock, Shepton Mallet, Ilchester, Chard, Honiton, and so to Exeter. There were patches of traffic, but I had missed the holiday flock down the Gloucester, Bristol, Bridgwater and Taunton roads; beyond Exeter it did not matter so much. The unadventurous of to-day are chary of travelling to such "wild" spots, and I had Dartmoor and Bodmin Moor to myself.

When everybody discovers this remarkable bareness of the by-roads, and when everybody uses them, then I will go back to the main roads.

THE COMPRESSION-IGNITION ENGINE.

At present one of the most thorny problems in connection with the compression-ignition engine is that of lubrication. In certain instances, says *The Commercial Motor*, it has been found that there is a tendency for the lubricant in the sump to increase in viscosity, presumably owing to the heavier fractions of the oil fuel being blown past the piston rings when the cylinders have become somewhat worn. The very high compression ratios employed cause this action. On the other hand, the experience of others shows that the presence of oil in the combustion

INCREASE IN PETROL TAX?

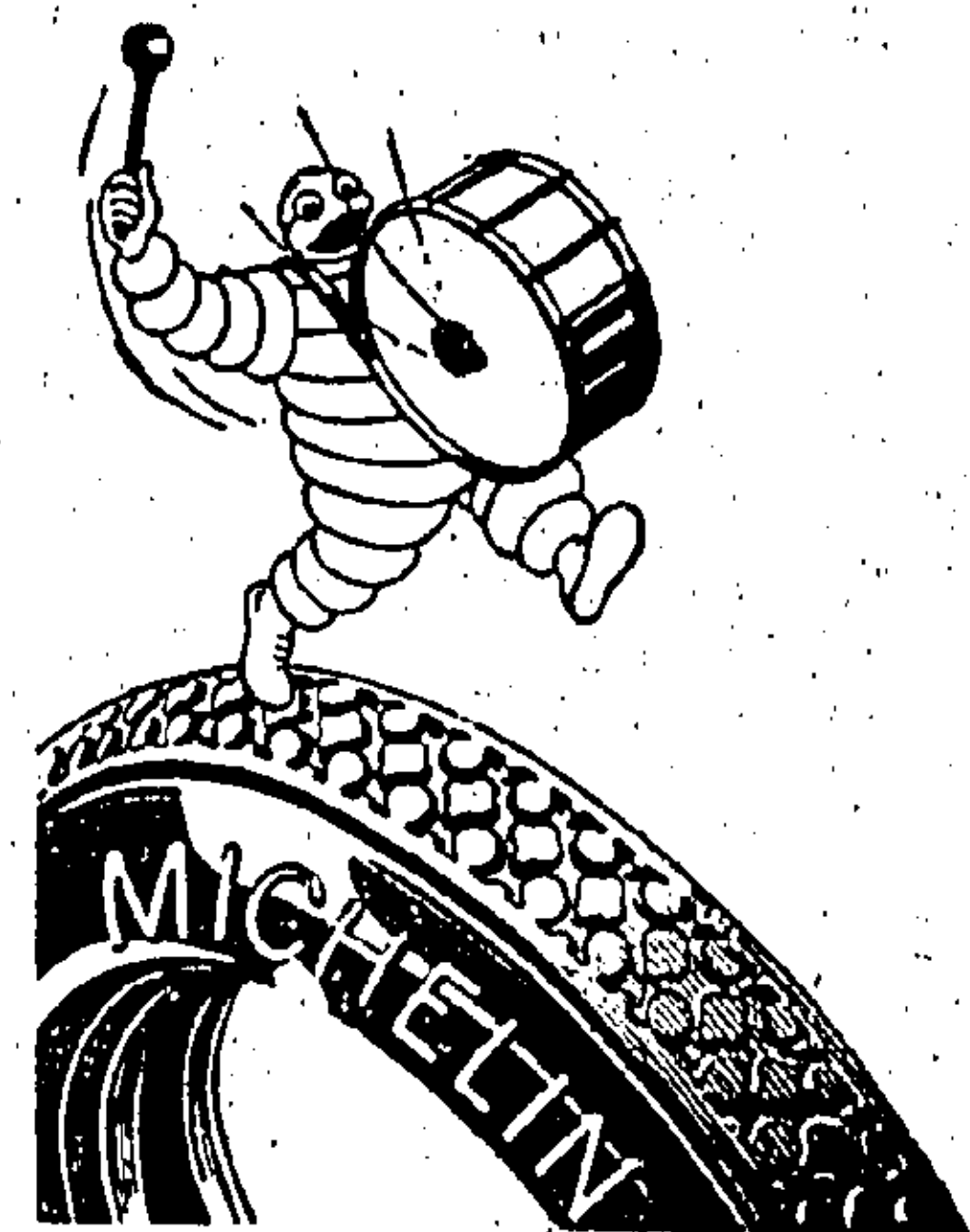
Rumours are afloat concerning the possible increase of the tax upon petrol, one actually to the effect that the present rate of 4d. per gallon may be doubled. If this were to be done, states *The Commercial Motor*, the additional burden upon the operator of a 6-ton lorry would be in the neighbourhood of £72 per annum, whilst each double-deck bus would cost some £104 per annum more on account of the higher price of fuel.

When such proposals are even being considered what hope is there of industrial revival? Increased transport costs are a tax upon industry of every kind. Has it never occurred to those in authority to do as the haulier does—cut his operating costs when he cannot increase his income?

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MOTOR NOTES

POINTS ABOUT GEAR BOXES.

OFFICIAL TESTS IN ENGLAND.

Tests at the National Physical Laboratory in England have brought out in a striking manner the comparative qualities of different types of gearboxes, and especially of the marked advantages resulting from the intelligent use of a self-changing gear. Under favourable conditions it was shown that it is possible to obtain an efficiency of 90 per cent. with straight toothed gear, although the presence of too much lubricant in the gearbox may result in reducing this by 10 to 15 per cent., through churning the oil about and wasting power.

Tests showed that with a self-changing epicyclic four-speed gear, although the power is passed through one clutch on second and three on third, the efficiency is 98.5 per cent. on first, 99 per cent. on second, and 99.25 per cent. on each of third and fourth. These figures owed much to the complete absence of oil churning in the gear-box. In actual performance, with two cars of similar weight and power, one having a normal three-speed sliding gearbox and the other the four-speed self-changing gear, the advantages of the self-changing gear were marked. Starting from rest, it was found that in five seconds the car with the self-changing gear was travelling at about 18 miles an hour, while the normal gear was only going about 13. The loss of time while changing gears was almost negligible on the self-changing gear; with the other it was serious. The three-gear changes were made on the self-changing box with hardly a perceptible variation of speed; with the normal gear there was a drop of about three or four miles an hour in the speed each time a change was made. In 25 seconds, from a standing start, the self-changing geared car had attained a speed of over 50 miles an hour; the other had not reached 40. In the most frequently quoted acceleration figures, the time taken to progress from 10 to 30 miles an hour, the graph showed that the self-changing box enabled this to be done in under eight seconds, while the normal type took about 14 seconds.

Expressed another way, the acceleration of the self-changing gear was shown in a steady curve, always with a clear-cut advantage over the normal box. In 15 seconds the self-changing gear car travelled more than 800 feet, while the other had gone only about half that distance; in 25 seconds the respective distances were almost 1,200 feet and between 750 and 800 feet.

At the end of runs of four hours' duration, at engine speeds of 1,200 and 2,000 revolutions a minute, it was found that the temperature of the gearbox oil remained much below that of the engine oil, although the engines and gearboxes were of unit construction. On top gear it was found that the engine oil had reached a temperature of 98 degrees Centigrade, while that of the gearbox was only 70 degrees; on third gear the respective temperatures were 101 and 74 degrees, and on second gear 104 and 82 degrees.

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A STEADY GAIN. CARS OF THE EMPIRE.

Last year there were produced in Great Britain 238,605 motor vehicles, of which 162,347 were private cars, this representing a record number for any year. The increase in number of both cars and commercial vehicles last year was substantial, and followed a period of two years in which the industry showed practically no movement either forward or backward.

Figures compiled by the Society of Motor Manufacturers and Traders show that in 1907 a total of 19,000 vehicles was produced, but no analysis was kept then or, in fact, until 1923. In 1908, the total receded to 10,500, but from then onwards it showed a steady gain until 1913, when it reached 34,000. The war halted its progress, the whole output of the factories being diverted for military purposes and the needs of the nation. It was not until 1922 that figures were again prepared, when a total of 73,000 was compiled; and the next year the total of 95,000 was shown to comprise 71,396 cars and 23,604 trucks. A leap of more than 60 per cent. of the total was recorded in 1924, when 116,600 cars and 30,000 commercial vehicles, or a total of 146,600 were produced. It was not until 1927 that the total exceeded 200,000; that year the figures were 164,553 cars and 47,227 commercial vehicles, total 211,780, while the following year the number was almost exactly the same—211,877, composed of 165,352 cars and 46,525 commercial vehicles. In 1929 there being 165,347 cars, 50,458 commercial vehicles, and a total of 215,805.

During the same period, the number of people employed in the manufacture of these motor vehicles rose from 34,000 to 271,325. It is interesting to note that whereas in 1907 it took nearly three people on the average to construct one car in a year, last year the average number was only slightly more than one. The advance in the use of automatic machinery, of course, has had a great bearing on this point. In 1914, the average earnings of skilled and unskilled men in the motor factories of Britain were 40/10s a week; in March, 1929, the average had almost doubled, and was 81/6 a week. The British motor industry has reached a high degree of electrification, and the variations in the consumption of electrical power in England by motor firms now afford a fair indication of activity in motor manufacture. In the South West Midlands, 91 per cent. of the total electrical energy generated is consumed by industrial undertakings, and reckoning the monthly average consumption in 1921 as a basis for comparison, it is shown that last year it had almost doubled, the total being in the proportion of 189 for 1929 to 100 for 1921. The horse-power of engines returned in the census of production for 1924 for the cycle and motor trades amounted to 52,056, but motors driven by purchased electricity of a horse-power of 142,101 were included in the return.

Empire Motors.

The British Empire now has 3,001,000 cars, and 850,420 trucks and motor buses, making a total of 3,850,740, and, together with probably 500,000 motor cycles, would make a total of roughly 4,350,000 motor vehicles, of all descriptions among about 60,000,000 white people. Of the cars and motor commercial vehicles, the number consumed in all parts of the world is given by the Society of Motor Manufacturers and Traders as 34,032,940, so that those of the British Empire, 3,850,740, represent about 11 per cent. of the total. The world total comprises 29,466,054 cars and 5,468,190 commercial vehicles. The share of Australia is by no means small; it is included in that of Oceania, which is stated to have 639,850 cars, 138,732 trucks, and a total of 778,582, or 2.3 per cent. of the world total. An American return gives the actual Australian figures as 401,891 cars, 2,238 motor buses, 117,781 trucks, and a total of 521,910, while another big slice in the total for Oceania is that of New Zealand, 143,841 cars, 1,238 motor buses, 28,732 trucks, and a total of 173,812.

THE BLUE BIRD.

MALCOLM CAMPBELL'S CAR.

SPECIFICATION DETAILS.

A recent issue of "Autocar" contained a full description of Captain Malcolm Campbell's record-breaking car, the Blue Bird. Details of the engine specification, which, it was understood, were a secret, were included, and show that the bore and stroke were 130.17mm., the total capacity being 22.042cc. A Napier designed for high speed aeroplane work, it developed slightly over 1300 h.p. For its original purpose, driving a tractor propeller, the engine normally pointed in the opposite direction to that required for use in a motor car, and this necessitated some ingenious adaptation on the part of the designer and builders.

The cylinders were very light, and were surrounded by light steel water jackets, with a big centrifugal pump to maintain circulation. The radiator was a separate unit, carried in front on a special frame outside the streamline body. Water entered it from a separate large tank in the nose of the streamline body, with a special escape valve which opened only if steam developed. Separate camshafts for the inlet and exhaust valves were arranged on the top of each bank of cylinders with a single vertical drive from the crankshaft. There were a master connecting rod and two auxiliary rods with wrist pins on each crank pin, operating short and thick aluminium pistons. Fuel was fed to the carburetors by a big mechanical pump from a small tank in the tail of the car; there was also a separate air pressure system. Each cylinder had two spark plugs, and there were two 12-cylinder magneto. For starting, there was a small fuel pump, and a nozzle connected to armoured pipes, running to each cylinder and a hand magneto attachment. The engine was first primed, and then gas from containers passed through the nozzle to the combustion chambers, where it operated the pistons and started the crankshaft running. The air intake of one of the carburetors was very low, and limited the ground clearance possible. In place of the reduction gear for the propeller of an aeroplane, a flywheel was fitted, and there was also a disc clutch operated by an ingenious compound lever movement from the pedal.

To enable the driver to sit as low as possible to obtain the full benefit of the streamlining, and also the safety precautions embodied in the car, the engine drive was carried to the lay shaft of the three-speed gear-box and then passed to gears on another parallel shaft, considerably to the left. The drive was conveyed through a single massive propeller shaft with one universal joint through a ball ended torque tube. The right hand axle shaft therefore was considerably longer than the left.

The front axle was a massive oval beam with a radius rod. To obviate the danger of melting in the shocks, experienced, it will be remembered, by the late Sir Henry Segrave, in his 1000 h.p. Sunbeam, the type of lining adopted was a bad conductor and ensured the heat being dissipated by the brake drum. The brakes were operated by a pedal working through a vacuum servo motor, and only came into action when the speed had slowed considerably.

The horizontal steering column was on brackets over the gear-box, and actuated a horizontal shaft in an aluminium casing. At each end of this shaft cam steering gears of normal type controlled two short vertical shafts which moved tubes running from a horizontal lever to a steering arm on the axle pivot. The front wheels were also coupled by a track rod. A big aluminium bulkhead protected the driver.

The body was designed by Mr. R. A. Hutton in plasticine and tested in a wind tunnel before construction. A very large stabilising fin was fitted. There were two streamline forms in the body, one rising and then falling in front, and behind the driver's head, the other rising over the engine and sweeping down alongside the driver to the tail. The tail projected considerably behind the rear axle.

THE SECOND-HAND CAR.

SOME POINTS ABOUT MILEAGE.

To those of us who are not fortunate enough to have survived the present business depression in a style calculated to make the purchase of a new car practicable, a few pointers on the used car market and methods of arriving at a definite valuation of a used car should prove of assistance in assuring that we receive value for our money in the same ratio which we would expect to receive in buying a new car.

There are many points to be considered in buying a used car; the greater number, and some of the most important are, often overlooked by the average purchaser. The first statement usually made about a used car is, "Has done only five thousand miles," or six, eight or ten thousand, as the case may be. This often contributes largely to the prospective buyer's final valuation of the vehicle and usually, to his lasting regret, he finds that the five thousand miles referred to have taken the greater part of the car's life expectancy. This fact may be attributed to a number of conditions, not the least of which is the fact that the mileage on almost any make of speedometer may be "run back" with very little effort.

Consideration may also be given, in a number of cases, to the complete replacement of a speedometer unit after the car has travelled several thousand miles. Few owners would stoop to the latter method of deception merely to erase a few thousand miles from the car's life but (and this may happen in a great number of cases) should a speedometer require replacing at the end of several thousand miles and the car be offered for sale after having run a few more thousands of miles, it must be admitted that the owner may forget the mileage which appeared on the original speedometer, thus enhancing the resale value of the car by that of many miles of life expectancy.

In other cases it may be clearly noticed that five thousand miles of driving by one individual detracts from the life of a new car to a greater extent than ten or twelve thousand miles, in the hands of another driver. The phrase "owner driven" may or may not be a recommendation in considering resale values, depending entirely on the kind of owner-driving to which the car has been subjected. In the majority of cases, the owner-driver neglects the smaller details of servicing, for the omission of which a hired chauffeur would be discharged as incompetent. These omissions may not appear to be serious in themselves and are easily overlooked by the busy man of today, but the sum of minor considerations over an extended period of time may be calculated in extra depreciation.

Used Car Valuation.

In computing the used-car valuation of any make of machine it is necessary to subtract its mechanical depreciation from the original cost to arrive at any satisfactory figure. This statement may, at first glance, appear a little obvious, but a glimpse of all the small facts that need to be taken into consideration to get at the mechanical depreciation is surprising. First and foremost, is the car under consideration of well known and reputable manufacture? This question alone may rule out a number of propositions. Within this question falls the necessity of having reliable and experienced service, of being able to procure replacement parts when necessary, and having always the assurance that the manufacturer stands behind his product to the fullest extent. A car which must sit idle in a garage while awaiting the arrival of replacement parts is a dead loss while not in use. Another question that may well be asked covers previous ownership of the car. The owner who is offering to sell may be a driver of long

experience and unusual care, but nevertheless, one cannot be too careful in enquiring into every day of the car's past history.

Should you be of the type which has a flair for motor mechanics, many of the remaining points will automatically settle themselves. The usual assurances as to condition of motor and chassis may easily be checked by the man who happens to fall into this classification but the man who must depend upon the statements of the owner or salesman often goes wrong on this point through ignorance of mechanics. For the man of no mechanical knowledge, the only safe rule on which to base a figure is the report of some reliable, disinterested mechanic. Such a mechanic is able, after a few moments of inspection and test, to arrive at a satisfactory reckoning of the value of any car, and one may safely rely upon his judgment. Only one warning need be added, make certain that he is a competent and absolutely disinterested person.

Having arrived at the point where sales are made or lost, namely, the demonstration, the prospective buyer may feel that the car performs better for the person demonstrating than it might do in the hands of one unaccustomed to its peculiarities. Without doubt, every car develops certain eccentricities after being driven for any great distance. These differences in handling are noticeable in cars of the same model which have been driven over the same distances yet, in almost every case, different tendencies are developed. In considering this it is well to remember that the method of handling during past ownership may have had a great deal of effect on one particular part while a different method of handling may have affected some other part in a like manner. Such eccentricities are as unduly noticeable should be examined to ascertain whether or not they may be reasonably corrected. Should correction prove impossible or very expensive, such cars should be rejected.

In summing up the total value of any car it is always a good plan to consider what the operating expense of the car, including reasonable repair and replacement of parts, is likely to be during the balance of its life. Thus, initial cost may be low yet upkeep be so expensive that a new car would have been more economical.

SPEED LIMITS.

WHAT HAPPENS ON THE CONTINENT.

Now that the speed limit for private motor vehicles has been abolished in England, it may be interesting to consider the practice of some of the Continental nations. France has no limit on the open road, and the article in the *Code de la Route* on the subject reads much like the "having regard to all the circumstances of the case" of the careless or dangerous-driving section of the Road Traffic Act.

In towns and villages, however, the matter is far otherwise. Prefects and Mayors have the power of fixing speed limits within the spheres of their respective jurisdictions, and these may range from 6 kilometres (3½ miles) to, say, 30 kilometres (18½ miles) an hour. These limits are usually posted at the entrance to villages on a board with the heading "Arrêt Municipal" or "Autos Attention!"

There are two characteristics of French roads, however, which prove effective in persuading people to keep to a respectable speed. Even on a *Route Nationale* of billiard cloth smoothness it is no unusual experience to find in the villages and small towns the road surface composed of *paré* of the worst old kind, large sets, whose original laying is so lost in the mists of antiquity as to cause any car traversing the same at more than five miles an hour to give a passable imitation of a ship at sea. Another habit of the French was to make one or more deep gullies across the road, ostensibly for drainage, which are guaranteed to break any spring if taken at speed. These gullies are denoted by the world Cassis on a board. Sometimes these channels are filled up, but the notice is left. This naturally causes the motorist strange to the locality to look anxiously all along for the expected *Cassis*, to the unconcealed delight of the inhabitants.

Switzerland has a general limit for light vehicles of 40 kilometres (25 miles) on level roads and 18 kilometres (11½ miles) on mountain roads and in towns and villages. The latter limit is rigidly enforced by the road police, who spring out on the unwary driver with a demand for a fine of 10 Swiss francs spot cash.

In addition to these inhabited areas and mountain road limits, certain level roads, especially along the lakes, also have special restrictions. The *Arenstrasse*, beside the Lake of Lucerne, is a case in point, and here, at any rate a year ago, motorists were expected to be thought-readers as well. Accused of driving at 25 miles an hour, and protesting that no lower limit was visibly prescribed, one was informed that the police intended to put up a notice.

Swiss mountain roads have the additional regulation that all traffic must yield the side away from the precipice edge, regardless of the rule of the road, to the yellow *Postwagen*, whose musical three-note horn one hears many hairpin turns away. To show this courtesy to the old horse-drawn diligence was reasonable enough; to do the like for the motor coach which has taken its place seems less necessary, and, indeed, the right is rarely claimed by the drivers, so that considerable confusion exists in the minds of other motorists as to their proper course of action.

Italy has no speed limit in the country, but local limits are sometimes enforced in towns and villages, while the Fascist equivalent of "speed-cops" are very active on the roads, collecting on the spot the fines they impose.—M.E.H. Li in *The Autocar*.

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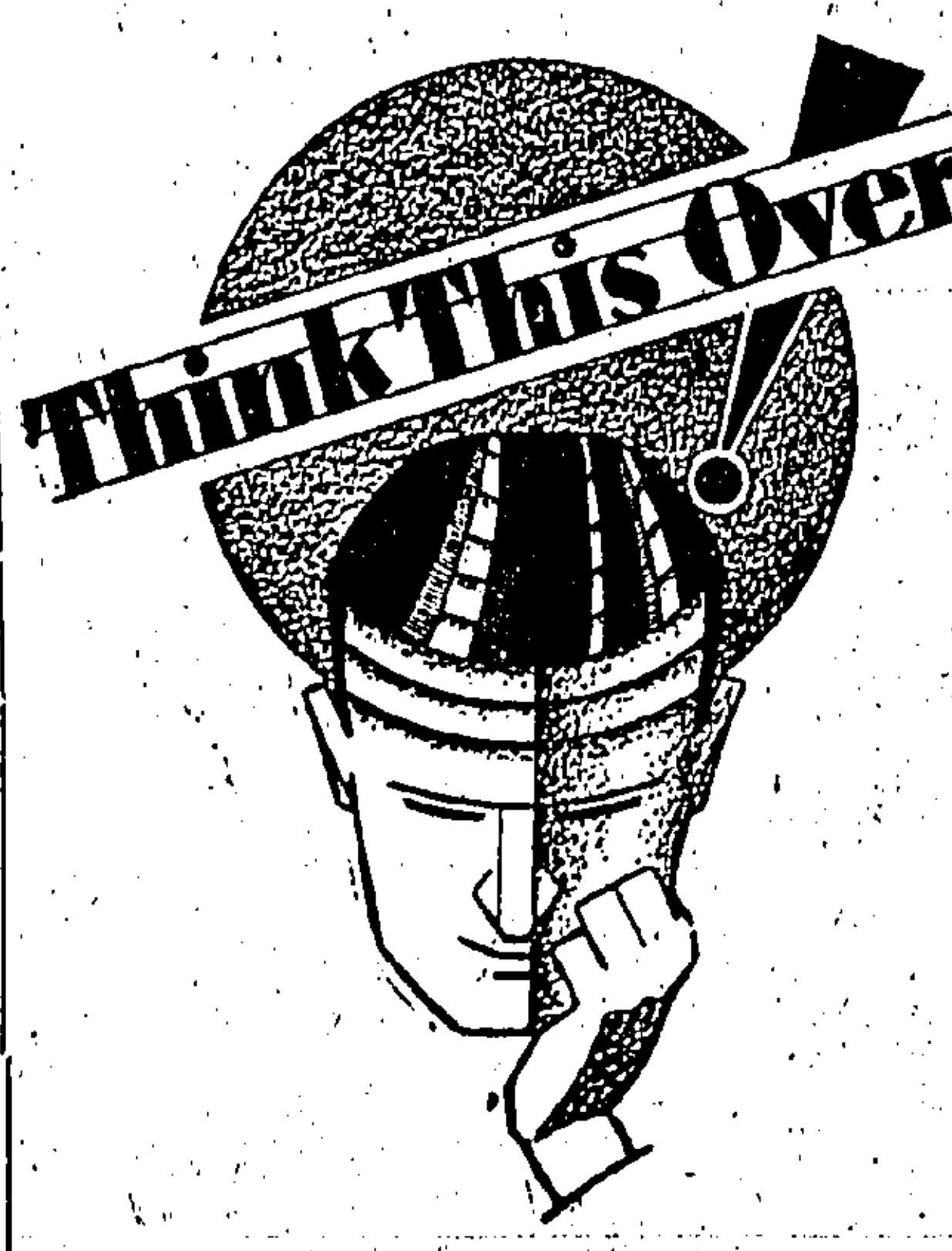
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**UNCLAIMED LETTERS AND
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A General Post Office notification
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radio telegrams at the Radio Tel-
egraph Office, P. O. Building:—

Post Restante Correspondence.

J. H. M. Ash; Gaston Appert, H.
T. Allison, Mrs. L. B. Beale, F.
Cinto, Continental Bank, Capt.
Eliot, Fabiano Hendel (c/o Leo
Schlumberger), H. Fairclough, C.
C. Gomez, Mr. Goldfisch, Pattard,
Graber & Co., R. Heinemann, F. S.
Harris, Mrs. A. J. James, Lanca-
ster & Co., Dr. Joseph Lee, G.
Mancini, E. Nickelsen, Mr. and
Mrs. A. A. Rasmussen, Rossi & Co.,
W. G. Smith, S. Sousa, P. H.
Silva, Star Metal Mfg. Co., H.
Stansfield (Engineer), A. C.
Schmitt, S. A. Zweibel (c/o Ameri-
can Consul).

Registered Articles.

W. Borowsky, Dr. David Kanley
(c/o American Consulate), David
Chen See, Manifesto Steamship
Co., Luigi Nuzzolese, F. X. Du
Silva, Star Metal Mfg. Co., H.
Stansfield (Engineer), A. C.
Schmitt, S. A. Zweibel (c/o Ameri-
can Consul).

Unpaid Correspondence.

J. H. Rear.

Unclaimed Radio Telegrams.

5012, from Fanchow; Chia Chien
Lun, Sing Yut Hotel, Connaught
Road West, from Takao; Kwang
Yih Yuan, from Cholon; 6007 3002
0974 0577 0003 5714 9774 1987, from
Sawto; 0001 Chip Seng, from
Soerabaya.

TWO VILLAGES VANISH.

LANDSLIDE LIKE ROLLING
SEA.

Two French villages have been
buried and 20 others are threatened
by a gigantic landslide, caused by
the crumbling of a mountain side
under incessant rains, near Cham-
berg, Savoy.

Millions of cubic yards of mud
and soft earth have been dislodged.
This mass has been rolling like a
sea down into the valley at the rate
of 120 yards an hour.

The villages of Michaud and
Berga have almost vanished. Here
and there a house moved along on
the sea of mud and stones.

The small town of Granges and
the villages of Villard, Martinon,
Saint-Colomban-des-Villards, Mai-
sons-Pages, and Montinmont were
evacuated. There is little hope of
saving them.

A prolonged succession of muffled
cracks, like distant dynamite explo-
sions, heralded the disaster during
the night. By the light of flares
and torches, panic-stricken villagers
packed their belongings into carts
and barrows to begin at dawn an
exodus which was carried on all
day.

**TO-DAY'S WIRELESS
PROGRAMME.****BROADCAST BY Z.B.W. ON
335 METRES.**

11 to 11.30 a.m.—Stock quotations.

11.30 a.m.—Chinese programme.

12.30 p.m.—European programme.

1 p.m.—Weather report and local
time.

1.30 p.m.—Rugby Press news.

2 p.m.—Close down.

5 to 7 p.m.—Chinese programme.

8 to 9.30 p.m.—Chinese children's
programme.

7 to 10.30 p.m.—European pro-
gramme of Victor records sup-
plied by Messrs. Tang Fook
Piano Co.

7 to 7.30 p.m.—Reading from
Shakespeare by members of the
A.D.C.

8 p.m.—Weather report, local time,
etc.

7.30 to 8.14 p.m.—

Variety.

Orchestral—"Italian Airs."—

Victor Novelty Orchestra.

Cornet Solo—"My Heaven of
Love."—Edwin Franco with
Goldman's Band.

Song—"Beyond the Blue Hori-
zon."—Jeannette MacDonald
(Soprano).

Song—"A Year from To-day."—

James Melton (Tenor).

Organ Solo—"So Bents My
Heart for You."—Jesse Craw-
ford.

Organ Solo—"Just a Little
While."—Jesse Crawford.

Male Quartet—"Dear Old Girl."—

The American Singers.

Song—"When They Changed My
Name to a Number."—Gene
Austin (Tenor).

Vocal Duet—"They Cut Down
the Old Pine Tree."—Gene and
Glen.

Vocal Duet—"Whippoorwill."—
Gene and Glen.

5.14 to 9 p.m.—

Orchestral.

"Prelude in C Sharp Minor" (Ra-
chmaninoff).—Victor Con-
cert Orch.

"Prelude in G Minor" (Ra-
chmaninoff).—Victor Concert
Orch.

"Blue Danube Waltz" (Johann
Strauss).—International Con-
cert Orch.

"Wedding Dance" (Paul Lincke).—
International Concert Orch.

"Rienzi"—Overture (Wagner).—
Philadelphia Symphony Orch.

"Sakuntala"—Overture (Cari
Goldmark).—Victor Symphony
Orch.

9 to 9.48 p.m.—

Gems from the Talkies.

"Following Thru."—Victor Light
Opera Group.

"Hold Everything."—Victor Light
Opera Group.

"Whoops."—Victor Light Opera
Co.

"The New Moon."—Victor Light
Opera Co.

9.48 to 10.30 p.m.—

Contest Items.

"Clair De Lune" (Moonlight)
(Debussy).—Harold Bauer
(Pianist).

Pianoforte Solo—"Nocturne in
D" (Schumann).—Harold
Bauer.

Song—"Good-Bye" (Tosti).—

Dame Nellie Melba (Soprano).

Song—"Oh, Lovely Night" (Sir
Landon Ronald).—Dame Nellie
Melba (Soprano).

Violin Solo—"Larghetto" (Wolfer-
Kreiser).—Fritz Kreisler.

Song—"I Love to Hear You
Singing" (Lillian Glanville).

Haydn Wood.—John McCor-
mack (Tenor).

Pianoforte Solo—"Capric Espag-
nole" (Moskowsky).—Wilhelm
Bachaus.

Pianoforte Solo—"Capric Espag-
nole" (Moskowsky).—Wilhelm
Bachaus.

Pianoforte Solo—"Bohemian
Dance" (Smetana).—Wilhelm
Bachaus.

Song—"Love's Old Sweet Song" (Clif-
ton Bigham-J. Molloy).—
Amelia Galli-Curci (Soprano).

Violin Solo—"A Dream" (Char-
les "Cory-J. Bartlett).—Renée
Chenier.

Violin Solo—"Macphail" (Rowe-
Macphail).—Renée Chenier.

10.30 p.m.—Close down.

**DIVORCED WOMAN
AND YOUTH.****COURT STORY OF MONEY
AND INFATUATION.****JUDGE'S SCATHING
COMMENT.**

Mr. John Reginald Hudson, of
Grassholme, Stratford-on-Avon,
who was sued at Westminster
County Court by Paquin, Ltd., for
£70 7s. 11d., was stated to be a
young man who became infatuated
with a woman about ten years his
senior, Mrs. R. V. Ferguson, of
West Horseley, on whom he had
lavished money and for whom he
gave an order to Paquin's for a
fur-trimmed coat and beret hat.

Mrs. Ferguson said that she had
divorced her first husband, married
a second time and had been divorced
by her second husband, Mr.
Hudson, to whom, she said, she
was engaged for a time had spent
about £200 on clothes for her.

Judge Sir Alfred Tobin—Had
you not any delicacy about accept-
ing gifts from a man to whom you
had been engaged after you had
broken of the engagement?—No,
he had accepted my hospitality
many times.

Mr. Hudson said that he had
taken Mrs. Ferguson to his father's
house at Christmas. His father in
consequence of the relationship had
threatened to cut him off and have
nothing more to do with him. His
father had allowed him £40 a
week, but reduced it to about £15.
Judge Tobin: Did you meet her
and lunch with her after that?
Mr. Hudson—Yes.

Judge Tobin—Why, if she was a
"gold digger" and you were annoy-
ed with her?—Because I happened
to be very fond of the "gold-dig-
ger."

Why put yourself in the way of
temptation of the wheedling "gold-
digger" by inviting her to lunch?
I was very weak, as I have been the
whole time.

Did you tell her that you wanted
to marry her?—I certainly did tell
her that. She accepted me till my
father said that he would cut me
off and then she did not want me.

Judge Tobin said that in the
words of olden days when people
called a spade a spade, Mrs. Fer-
guson was a "baggage," and in
words of old books Mr. Hudson
would have been called a "dirty
cad," gone to the bad because of
the absurd, egregious allowance
which he said he had been receiv-
ing from his father. He was sorry
that the plaintiffs should have had
to embark on a litigation involv-
ing such shameful, disgraceful,
disclosures as had been made in
the case. He believed Mrs. Fer-
guson more than Mr. Hudson and
relied upon plaintiffs' evidence,
and gave judgment for them.

**"THRUMS" EX-PROVOST
DISAPPEARS.****SEEN IN LONDON.**

Glasgow, March 11.—Ex-Provost
Wilkie, of Kirriemuir (Sir James
Barrie's "Thrums"), has disap-
peared in London. He has not been
seen or heard of since Friday, Feb.
27, and his disappearance has
created much uneasiness amongst
his relatives.

Mr. C. J. M. Wilkie is a member
of the firm of J. and D. Wilkie,
Ltd., manufacturers, Kirriemuir.
He left for London on business on
Wednesday, Feb. 25, and had lunch
with a friend there on the Friday.
Since then there is no trace of his
movements.

He had been rather unwell for
some time before he left home, and
it may be that he has been taken
ill again and is suffering from loss
of memory. There is nothing else
to account for his absence. Scot-
land Yard's assistance has been
applied for.

Mr. Wilkie, who is 63 years of
age, is about 5ft. 10in. in height,
medium build, rather thin, with
dark moustache, dark hair, slightly
grey, bald on crown. He walks
with erect carriage.
When he left Kirriemuir he was
wearing a brown tweed suit, navy
blue nap coat, light soft hat, brown
tie, and black shoes.

**DUAL CHARACTER.
THE ROAD-RAIL BUS.**

Full illustrated descriptions, as
published in the motoring journals
from England, show that the Ro-
rail car with which the London,
Midland, and Southern Railway
Co. is experimenting, is a compara-
tively simple adaptation of a
Karrier motor bus. The vehicle is
adaptable either to road or rail
travel by a few simple movements
of levers attached to wheels, the
flanged steel set being carried sus-
pended clear of the ground while
the vehicle is on the open road,
while as soon as it takes to the
rails, the pneumatic tyre set is
raised and thrown out of use.

The changing involves no labori-
ous jacking up, and can be done
in about 24 minutes. A mounting
and demounting ramp, resembling
a level crossing, is provided at
points where the car may enter
upon or leave the rails. The car
is driven into position and backed
on the rails, and this raises the
road wheels clear of the ground. A
pair of pins which pass through
into each of the flanged steel
wheels is then withdrawn and a
folding device termed a horn-
block is withdrawn from the hous-
ing over the mudguard and drop-
ped beside the road wheel. One of
the driving pins is then placed
through the block into a fulcrum
hole in the road wheel, which has
an eccentric central hollow boss.

Leverage applied at the rim of the
wheel causes it to rotate on the
pin, and it is thus raised to clear
rail points, and locked in position
by the other driving pin, which
passes through the block into the
wheel itself. The wheel centres or
driving dogs remain in position,
and are always free to rotate when
the vehicle is on rail or road.

The vehicle weighs 7 tons 3 cwt.
unladen. Seating accommodation
for 25 passengers is provided.
Tested over a stretch of about four
miles of inferior railway line, the
vehicle averaged more than 20
miles an hour, as against the
scheduled average for steam trains
of 12 miles an hour, and a
maximum of 30 miles an hour was
attained. The greatest weakness of
the Ro-rail car, compared with
steam trains, appeared to be that
it could not travel backwards and
forwards with the same speed, so
that it had to be turned round at
the terminus. This was easily ac-
complished without the use of a tur-
n-table. On the road it was slightly
heavier than a conventional motor
bus of the same dimensions, but
otherwise had a normal all-round
performance.

**THE "FASTIDIOUS"
SALMON.****AMUSING STORY OF BRIDGE
BUILDING "HOLD-UP."**

Mr. Herbert Morrison, Minister
of Transport, speaking at a lun-
cheon at Derby after opening the
new Derby Bridge, told a story
of how the presence of salmon in
a river caused controversy about
the material to be used for build-
ing a bridge.

"It was found," he said, "that
the most convenient and economical
form of construction was reinforced
concrete. The designers, were,
however, warned that owing to the
extreme fastidiousness of the sal-
mon, reinforced concrete would be
unacceptable; that the salmon were
prejudiced against reinforced con-
crete, and would refuse to return
to the river if it were adopted."

"I understand that in the long
run the objection of the salmon
was over-ruled and that the fish
are now reconciled to the appear-
ance of the new bridge. It is, in-
deed, reported that salmon are
more plentiful in that river now
than before the bridge was con-
structed."

Mr. Morrison added that under
the Five Years' Programme for
road and bridge building, a total
expenditure of £25,000,000 was
contemplated. Under the Trunk
Road programme the total ex-
penditure contemplated had been
raised from £20,000,000, originally fixed,
to £21,000,000.

JAPANESE DEFICIT.**INCREASE DURING JANUARY.**

Tokyo, March 31.—The Ministry
of Finance to-day announced that
as of January 31 the Imperial Treas-
ury statistics showed a deficit of
Yen 377,928,000. On January 31,
1930, the deficit amounted to only
Yen 174,700,000. Increased ex-
penditure in the face of declining
revenue account for the larger de-
ficit.

PASSENGERS.**Arrivals.**

The following passengers arrived
from Manila yesterday by R.M.S.
Empress of Asia:—Mrs. K. M.
Bowers-Smith, Mr. W. E. Cadden,
Mr. Chan Chio, Mr. J. Carroto,
Mr. H. Denny, Mr. Dee Chian
Hong, Master S. Dee Miss M. P.
Dee, Col. F. Eaves, Mr. Fung Wing
Fook, Mr. and Mrs. H. E. Gold-
smith, Mr. W. A. Hannibal, Mr.
J. Kotwall, Mr. E. D. Kotwall,
Miss E. Kotwall, Mr. and Mrs.
Kwok Tsan, Mr. L. N. Murphy,
Lt. R. W. Marshall, Lt. H. Mayell,
Mr. M. Nubla, Mr. W. J. Riddi-
ford, Mr. A. Tso, Mrs. H. A. Tay-
lor, Major J. White, Mr. A. Zim-
merman, Mr. and Mrs. R. A. Rogers,
Mr. Chow Go, Miss H. Herras, Mr.
Linn Jium, Mr. Ling Meng Jih, Mr.
V. Y. Ocampo, Mr. C. E. Thurston,
Mr. Tan Kong, Mr. and Mrs. R.
Varshes, Mr. Young Ah Look, Mrs.
Yee Shi, Mr. and Mrs. Yee Chin
On, Miss M. Yee, Master M. Yee,
and Master Liong Dow.

The following passengers arrived
yesterday by s.s. Aeneas:—Mr. G.
M. Alexander, Mrs. M. Arcus, Mr.
J. E. Deane, Mr. and Mrs. J. E.
Duncan, Mrs. R. H. Evans, Mr. G.
Franklin, Mrs. M. Fraser, Mr.
H. H. Green, Mr. G. Irvine, Capt.
H. Longworth, Mr. C. J. P. Mar-
tin, Mr. G. Mendelsohn, Mr. W. C.
Naimith, Master J. D. O'Hara,
Miss M. D. Polkinghorn, Mr. P. D.
Priestman, Mr. F. Rothe, Mrs. M.
K. Sanderson, Mr. R. G. Sanderson,
son, Mr. V. M. Studd, Mr. and
Mrs. G. C. Tuckerman.

The following passengers arrived
on April 3 by s.s. Hakusan Maru:
—Mr. C. C. Black, Mr. H. B.
Collier, Dr. and Mrs. G. H. Del-
prat, Miss E. M. Ellis, Mr. K.
Gjertsen, Mr. and Mrs. O. L. Gib-
bon, Mr. R. R. Goulding, Mr. G.
H. Hardy, Mrs. C. Hung and child,
Mr. Oistein Jensen, Mr. G. E. F.
Jensen, Mr. E. Johns, Mr. Sabure
Kawabe, Mr. R. Mee, Mr. A. E.
Reynolds, Mr. and Mrs. Sandiford,
Mr. and Mrs. C. A. Schutt, Master
W. D. Schutt, Mr. W. W. Stark,
Mr. D. P. White, Mr. and Mrs. J.
V. Zandt.

STEAMER MOVEMENTS.

The P. & O. s.s. Malwa from
Hong Kong arrived in London on
April 3 at 6 a.m.

The R.M.S. Empress of Russia
arrived at Vancouver on April 4
at p.m., left on the 11th, is due at
Hong Kong on the 30th in the
morning and leaves for Manila on
the same day in the afternoon.

The R.M.S. Empress of Japan
arrived at Kobe on April 6 at 7.30
a.m., left the same day at 5 p.m.,
was due at Yokohama yesterday at
10 a.m. and leaves Yokohama to-
morrow at 3 p.m.

Then Ben Line s.s. Bengloe from
Middlesbrough, Southampton, London
and Stratis left Singapore for this
port on the 4th instant and is due
to arrive here on the 10th instant.

The B.I. s.s. Takada left Singa-
pore for this port on the 3rd inst.
and is due here on the 8th inst.

The P. & O. s.s. Mirzapore left
Shanghai for this port on the 6th
instant at noon and is due here on
the 9th instant at about 6 a.m.

The P. & O. s.s. Kalyan left Singa-
pore for this port on the 6th inst.
at 9 a.m. and is due here on the 9th
inst. at about 4 p.m.

The m.v. Japanese Prince from
New York sailed from Shanghai
yesterday and is expected to arrive
here to-morrow.

CHAPLIN FILM REFUSED.

300 CINEMAS NOT TO BOOK IT.

Charlie Chaplin's picture, "City
Lights," is not to be shown in any
of the 200 cinemas controlled by
the Gaumont-British Corporation,
unless he reduces his terms.

It was stated at the office of
United Artists, however, that there
was no such agreement among other
exhibitors to book the picture that
the Gaumont-British decision could
be accepted with equanimity.

For the 20 weeks' season at the
Dominion Theatre 60 per cent. is
being paid, with a guarantee of
£40,000. So far this has been just-
ified by the business being done.

LAMBERTS AUCTIONS**PUBLIC AUCTION.**

THE Undersigned have received
Instructions

To Sell BY
PUBLIC AUCTION

ON
THURSDAY, APRIL 9.

COMMENCING AT 11 A.M.

At THE PREMISES OF
MESSRS. WING SING,
CANTON ROAD, YAUMATEE

(For Account of the Concerned)

68 BAGS PORTLAND CEMENT

(More or Less Damaged).

TERMS—CASH ON DELIVERY.

**LAMBERT BROS.,
AUCTIONEERS.**

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell BY
PUBLIC AUCTION

ON
FRIDAY, APRIL 10.

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with Bevelled Mirror, Dressing
Tables, Chests of Drawers, Card
Tables, Iron and Teak Bedsteads,
Ornaments, Pictures, Hand Paintings,
Crockery, Glass Ware

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Nils Asther
Raquel Torres
George Marion

SMILE—and walk on!



Get yourself a good raincoat. Then, when the rain comes... smile and walk on. You can do that when you have faith in your coat to resist the weather's attack upon your comfort and well-being.

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IS MODERN YOUTH HAPPY?

A MINISTER SAYS NO.

RELIGION AND JAZZ.

The problem of Youth was discussed at the meeting of the National Free Church Council at Weston-super-Mare. The Rev. John A. Patton, of Dulwich, said that young people were not attracted to the Church.

"The family pew," he went on, "has been smashed to smithereens. All father cares about is to see us sitting in a row," said a modern girl, and there is some justice in the criticism. Conventional Christianity is not good enough to attract and hold young people.

"Youth seems to have been overtaken with a great misgiving."

"A Risky Adventure."

"In spite of all the opportunities for enjoyment, the younger generation does not appear to be very happy. It is often restless and dissatisfied."

Decrying billiard-tables as means of attracting young men to the Church, and describing a jazz band as "a poor substitute for the bugles of Christ," Mr. Patton said: "If a minister announced a hazardous enterprise, his vestry would be crowded by eager-eyed youth demanding a share in it."

The problem was to present Christian life as a high and risky adventure.

"There are many novelists," he added, "whose delight is to pour scorn upon moral behaviour. This equivocal school of fiction creates a miasma that is noxious in the extreme. Let the north wind of robust teaching on moral questions blow away its poisonous vapours."

"Military and Money Barons."

A vision of a world ruled by "military and money barons" was described by the Rev. Arthur Hird. "If either the military or the money barons maintain control man cannot rise higher than the fodder level," he declared, "cannon fodder for the machines on the battlefield or the factory."

"The idea that we are subduing nature is the product of the city-wall habit and training of mind. When a man does not realise his kinship with the world he lives in a prison house whose walls are alien to him."

Resolutions were passed: Condemning sweepstakes for charitable purpose.

Regretting the Roman Catholic claims to the debate, on the Education Bill.

Approving a new temperance crusade.

The Rev. James Reid, of Eastbourne Presbyterian Church, was nominated president for 1932.

HELENA MAY CONCERT.

ATTRACTIVE PIANOFORTE RECITAL.

Miss. Youna Guller gave a beautiful pianoforte recital at the Helena May this afternoon.

She is making a short tour in the East before going to America, and is staying here for a fortnight on her way from Manila to Shanghai and Japan. Miss. Guller began the recital with two eighteenth century sonatas by Padre Antonio Soler and Albeniz. Then a Bach concerto in four movements. After a short interval we heard a masterful rendering of Chopin. And to end with "Danse Espagnole" by Granados, "Danse de Feu" by De Falla, and "Albeniz" Tango and Triana.

The "Danse de Feu" was played in the most spirited manner; one could almost see the flames leaping.

The stage was artistically arranged for the concert. Dark blue and cream curtains, and pot palms were the only decoration on the stage.

Miss. Youna Guller looked very striking in a simple black evening dress moulded on classic lines. It seemed incredible that such a slight delicate creature could have such power over her instrument.

Afterwards she said that she would like to give another concert while she is here. She has been playing all over Europe and in London.

Hong Kong, she said, reminded her of England, though naturally the room at the Helena May was very different from the hall she had been accustomed to playing in.

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless, as directed, but as evidence of good faith.—Ed.]

THOSE BEACHES!

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—It is a remarkable coincidence that at the very time when there is some correspondence in the Press with regard to the Government's decision to sell Tai Wan beach and cease to provide public natsheds at Repulse Bay and elsewhere, I should, in the course of my researches come upon a document referring to a somewhat similar situation in the ancient Empire of Typania. The existence of this civilisation has only recently been brought to light through the patient researches of archaeologists and as yet not a great deal is known about it beyond the fact that it existed somewhere in the South East of the Gobi desert. The document referred to was found buried beneath great piles of dust in a ruined city the name of which is still a matter of conjecture. I am venturing to quote *in extenso* because of the interesting light this passage throws on the strange institutions and customs of that time.

"And it fell upon a day that the Emperor of Typania found the coffers of the State sadly depleted. So he called a Council of all his Wise Men, Soothsayers, Satraps, Wizards and Myrmidons to deliberate on the matter. Weighty and prolonged were their discussions but there was not any way found whereby the coffers might be replenished which commended itself to them. At length when the Council had already lasted several days, there appeared the Emperor's Jester claiming his privilege of being heard before the assembly. 'O Learned Ones! he said, 'Your humble fool has a suggestion to make; might not silver bells be substituted for golden on the State pegodas and palanquins and thus much money be saved?' Hereupon there arose an ominous murmuring and the Jester discreetly withdrew. So the Council resumed its deliberations but there was no means found whereby to replenish the empty coffers of State. At last there arose an ancient, wisest of the Wise men of Typania, and said, 'Hearken, O Wise Men, Soothsayers, Satraps, Wizards and Myrmidons! There is a parcel of ground by the sea-shore where the children of the meener sort among their vassals for lack of toys are wont to disport themselves. This parcel of ground might be sold for a great sum and thus might the coffers of State be replenished.' Then there was a great shout from all the Wise Men, Soothsayers, Satraps, Wizards and Myrmidons, 'Great is the Purview of Typania. Let us indeed sell this useless piece of land.' And the Council being ended all dispersed to their palaces, the splendid palanquins making a joyous tinkling in the streets... and unseen, in a corner beneath a palace wall, a company of ragged children wept bitterly."

Here the manuscript becomes indecipherable. Certain scholars at present at work on it believe that the remaining portion indicates that the Council believed and desired the rejoicing which was thereby occasioned. But the present state of our knowledge does not warrant any definite conclusion as to the correct reading.—Yours, GIGADIBS.

Hong Kong, April 7.

JAPANESE ROYAL TRAVELLERS.

VISIT TO TATE GALLERY AND JUVENILE COURT.

London, April 1.—Prince and Princess Takamatsu, this morning visited the Tate Gallery and then they proceeded to the Islington Town Hall.

This afternoon Prince and Princess Takamatsu attended the sessions of the Juvenile Court in London's East End. To-night they inspected the headquarters of the Young Men's Christian Association.

The visit of the Imperial Japanese visitors is rapidly drawing to a close, as far as England is concerned. On Saturday they will sail for the United States and Canada on the next to the last lap of their journey to Tokyo.

GANGSTER APOLOGISES TO ACTRESS.

INNOCENTLY INVOLVED IN NIGHT CLUB BRAWL.

Miss Beatrice Lillie (Lady Peel), the English actress, who is playing at the Palace Theatre, was innocently involved in a brawl raised by one of New York's most famous gangsters at the Club Calais night club recently.

She was having supper with friends when a man on his way out tripped over her foot. He made an insulting remark to Miss Lillie, whereupon three of the club's "bouncers" (chuckers-out) pounced upon him and hustled him into the street.

Fearing a general shoot-up, the visitors, including Miss Lillie, immediately fled from the club.

The man was identified as Ben Brownie, Bronson, a friend of Frank Mario, the Chicago gangster who was found dead in an East Side street gutter a few days ago. Bronson's companion was Mrs. Yvonne Richman, the divorced wife of Harry Richman, a Broadway entertainer wanted by the police in connection with the Mario murder.

The unpleasant experience of Miss Lillie has put the police on the track of Bronson's woman companion. She was supposed to have fled from New York after the Mario murder.

The police want to examine Yvonne Richman as to her knowledge of Mario's activities, of Lingle, and the murder of Anthony Lombardo in Chicago, in which Mario is said to have been the executioner.

Mario was the fourth member of his gang to be killed since the Lingle shooting. Bronson is also supposed to be associated with Waxy Gordon, a millionaire smuggler who specialises in narcotics, booze, forged passports, and other incidental rackets.

"Beastly Affair."

"Please make light of this beastly affair," was Miss Lillie's appeal when questioned in her dressing-room at the theatre. She went on: "You know, my mother thinks New York is a dreadfully dangerous place for me, and she will be frightened to death if she thinks I spend any time at these night clubs. We were having a very quiet time when the row started, and I had not the slightest idea that there were any notorious gangsters in the place."

"The club seemed quite respectable to me. But I must tell you something funny. I was making up last night when this man Bronson sent in his card. I told my secretary that I would see him."

"I never had such a surprise in my life as I did when I saw Bronson. This man, supposed to be a dangerous racketeer, appeared in full evening dress."

"He was most polite. He told me that it was a case of mistaken identity and that he was deeply sorry that I should have been involved in New York. He assured me that he was not the guilty party. Somehow I had to half believe him."

MORE FIGHTING IN SZECHUAN.

NANKING ORDERS ARMED INTERVENTION.

Fresh civil warfare, involving most of the leading generals of Szechuan, is threatened, says the Shanghai Chinese Press, as General Teng Shih Hou, Tien Suo Yao and Liu Wen Hui have, in the name of the Szechuan Provincial Government, issued an order for the mobilization of their forces for an attack on General Li Chi Hsiang, one of General Teng's former subordinates, who has declared his independence.

The Nanking Government has ordered General Liu Hsiang another leading general stationed at Chungking, to avert fresh fighting by means of armed intervention and, in the event of this failing to subdue General Teng and his associates by force.

After declaring his independence of General Teng, General Li was appointed commander of the newly-created Sixth Division. This apparently angered General Li with certain impressive demands, which the latter rejected. General Teng then obtained the assistance of General Tien and Liu Wen Hui and issued an order for an attack on General Li from three directions, with the result that he was forced to retreat to Pongchi towards the end of last month.

Acting under orders from Nanking, General Liu Hsiang announced that he was determined to prevent further civil warfare by means of armed intervention so he at once mobilized his forces with a view to attacking General Teng and his associates. According to latest messages, his men have seized the city of Pishan and are now marching on Hachuan, both of which cities were, or are still, in the hands of General Teng's subordinates.

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Delivered to Kowloon ...	... \$20.00 per ton

The increases are purely temporary and will cease to operate as soon as supplies are again available.

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11, ICE HOUSE STREET.

TRAGIC END TO MOTOR RIDE.

MISS McNEILLIE BURIED
YESTERDAY.

LARGE NUMBER OF FRIENDS
PAY LAST RESPECTS.

The funeral took place at Happy Valley last evening, of Miss Nancy McNeillie, who met her death under tragic circumstances on Monday, and the large number of people who were present at the obsequies was testimony of the high esteem in which the deceased was held by a large circle of friends in the Colony.

Miss McNeillie was motoring with Mr. Eric Himsworth along Sassoon Road, Pokfulam, about 4.30 p.m. on Monday when the car (an Austin) suddenly plunged over the embankment, and toppled some sixty feet before it came to a stop. Both occupants were thrown out. Miss McNeillie was picked up in an unconscious condition and Mr. Himsworth escaped with comparatively minor injuries. Both were rushed to the Government Civil Hospital where the unfortunate girl died shortly after admission.

Miss McNeillie was an extremely popular young lady, possessing a charming disposition and she was greatly admired by all who enjoyed her friendship. A very keen sports-woman, she was honorary secretary and a playing member of the Hong Kong Ladies' Hockey Club for whom she turned out regularly in the first eleven. She was also a very enthusiastic member of the Reel Club, whilst as a pianist, she often figured in local concerts.

As a result of her death, the Colony's younger set has lost one of its most charming members. She will be greatly missed by all her friends and colleagues at the Asiatic Petroleum Company and the utmost sympathy will be felt for the parents and other members of the family in their sad bereavement.

THE FUNERAL.

The funeral took place at the Protestant Cemetery, the Rev. Powell officiating at the graveside. There was a very large attendance and by the time the hearse passed the Monument, it was covered with hundreds of wreaths. Immediately behind the cortege were the father and brother (chief mourners), while the pall-bearers were Messrs. Moffat, Bell, Atwell, Kerr, Currie and Bell.

Those Present.

Others present were—Mr. and Mrs. J. J. Whyte, Mr. and Mrs. Cunningham, Mr. and Mrs. M. Morrison, Mr. and Mrs. W. Wetherby, Mr. and Mrs. S. Amory, Mr. and Mrs. C. Summers, Mr. and Mrs. G. McLeod and John McLeod, Rev. and Mrs. E. G. Powell, Mr. and Mrs. J. Dalziel, Mr. and Mrs. M. Muir, Mr. and Mrs. J. Mitchell, Mr. and Mrs. T. Lacey, Mr. and Mrs. Taylor, Mr. and Mrs. C. C. Hickling, Mr. and Mrs. R. C. Wallace, Mr. and Mrs. J. Lacey, Mrs. J. Sloan, Mrs. McAlpine, Mrs. J. Mitchell, Miss J. Whyte, Miss Wallace, Miss Bell, Miss Finlay.

Messrs. H. Hall, N. Currie, N. Drummond, J. MacPherson, J. Ferguson, T. Barker, C. Nelson, J. O. Chapman, A. H. R. Phillips, N. O'Brien, D. Gow, J. Polson, Russell, D. Young, G. Gerard, M. Mafan, F. Souter, B. Matthews, H. Hume, W. Bell, W. Kerr, A. T. Hamilton, W. Brown, J. A. Watson, W. Weir, J. McCormack, A. Young, D. Spiers, M. F. Key, J. Wattie, R. B. Bell, E. D. Dovey, N. Drummond, Jr., J. Gardner, P. W. Ramsay, F. J. Shervall, B. E. Fielder, T. Swann, C. W. E. Bishop, R. K. Duncan, W. Bell, Jr., K. M. Kewon, D. Walmley, W. Crichton, H. M. MacTavish and H. L. F. Ewin.

Floral Tributes.

From Mother and Father, Alec and Aunt, Gertrude and Fred, Betty, Jenny, Ian, Freda, Daphne and Maurice, Blanche, Jo, Nan and Cathie, Maurice, Muriel and Nora, Ian, Betty and Norman, Susie and Alec, Joyce and Edna, Bertie, Betty and Nelly, Jenny and Malcolm, "to his dear teacher."

Mr. and Mrs. W. Weir, Mr. and Mrs. H. M. McTavish, Mr. and Mrs. W. J. Ratney, Mr. and Mrs. G. A. Burn, Mr. and Mrs. H. P. Bunie, Mr. and Mrs. R. E. Fielder, Mr. and Mrs. R. Peopple, Mr. and Mrs. R. Gray, Mr. and Mrs. W. R. N. Andrews, Rev. and Mrs. E. G. Powell, Mr. and Mrs. J. D. Kinpaired, Mr. and Mrs. J. C. Jeffreys, Betty and Peggy, Mr. and Mrs. T. Young, Mr. and Mrs. Amery, Capt. and Mrs. Groundwater and family, Mr. and Mrs. A. T. Hamilton, Mr. and Mrs. G. Shervall and family, Mr. and Mrs. J. Wattie, Mr. and Mrs. G. Henderson, Mr. and Mrs. Fred Clemen, Mr. and Mrs. Frank Short, Mr. and Mrs. McIntosh, Mr. and Mrs. Booker and family, Mr.

(Continued on next column.)

DEATH OF MR. K. C. LAU.

POPULAR CHINESE RESIDENT
PASSES AWAY.

One of the most prominent members of the Chinese community, Mr. K. C. Lau, passed away yesterday morning at the French Hospital, following a short illness.

The late Mr. Lau was well-known in both business and sporting circles, and the news of his death, after an operation for appendicitis in the French Hospital, came as a big shock to his large circle of friends.

Mr. Lau was a very well-known figure on the local race course. He was the joint owner with Mr. H. C. Lee of the "Duke" stable and among their racing success was the winning of the Maiden Stakes by Duke of Chantilly in 1920.

The deceased was the managing-director of the China Land Investment Company and was also connected with a wealthy firm of rice merchants, the Kung Yuen Hong of Hong Kong and Indo-China. He took a special interest in the reconstruction of the King Edward Hotel, which is now known as Chung Tin Building.

The late Mr. Lau was unmarried. Much sympathy will be felt for his relatives in the loss they have had to sustain. The funeral takes place this afternoon, commencing at 3 p.m. from the French Hospital.

and Mrs. J. Russell, Meg and Ellen, Mr. and Mrs. G. T. Bird and Frank, Mr. and Mrs. W. Wetherby, Mr. and Mrs. G. McLeod and family, Mr. and Mrs. E. W. Keok, Mr. and Mrs. J. G. Duck, Mr. and Mrs. A. Foster, Mr. and Mrs. Bab-bago, Mr. and Mrs. J. B. Chapman and family, Mr. and Mrs. J. Harrop, Mr. and Mrs. M. G. O'Connor, Mr. and Mrs. C. C. Nelson, Mr. and Mrs. T. C. Barclay, Mr. and Mrs. J. Gardner, Mr. and Mrs. D. Young, Mr. and Mrs. J. S. Dinneen, Mr. and Mrs. A. B. Fraser, Mr. and Mrs. A. Macdonald, Mr. and Mrs. Sloan and family, Mr. and Mrs. W. Elliott, Mr. and Mrs. G. S. Rodger, Mr. and Mrs. Morrison, Mr. and Mrs. J. Summers, Mr. and Mrs. J. McCormack and Mrs. Ogilvie, Mr. and Mrs. Cunningham and Mrs. L. and Mrs. T. H. R. Shaw, Mr. and Mrs. A. Chapman, Mr. and Mrs. G. H. White, Mr. and Mrs. J. Mitchell, Mr. and Mrs. G. Gerard.

Capt. and Mrs. Kettlewell, Mr. and Mrs. J. Lacey, Mr. and Mrs. J. Stewart, Mr. and Mrs. D. Gow, Mr. and Mrs. D. C. Walmley, Mr. and Mrs. W. H. Smith, Mr. and Mrs. J. Tully, Mr. and Mrs. Geo. Buchanan and family, Mr. and Mrs. W. Kerr, Mr. and Mrs. W. R. Oswald, Mr. and Mrs. A. E. Taylor, Mr. and Mrs. J. J. White, Mr. and Mrs. J. C. Polson, Mr. and Mrs. Seath, Mr. and Mrs. R. E. Atwell, Mr. and Mrs. W. R. Bell, Mr. and Mrs. N. Drummond, Rev. and Mrs. J. Horace Johnston, Mr. and Mrs. J. Ferguson, Mr. and Mrs. Shervall, Mr. and Mrs. W. R. Hillier, Mr. and Mrs. P. W. Ramsay, Mr. and Mrs. B. Wyllie, Mr. and Mrs. A. B. Ramsay, Mr. and Mrs. R. C. Wallace, Mr. and Mrs. S. Boulton and Miss Boulton, Mr. and Mrs. L. E. Lamont, Mr. and Mrs. J. E. Jinnie, Mr. and Mrs. C. R. Wilson, and Mr. and Mrs. J. Hyde and family.

"A.E.H." J. T. Lacey, D. Moffat, W. D. Bell, N. S. Ellis, J. C. Ferguson, D. M. MacDougall, J. L. MacPherson, L. Whant, S. Hope, J. A. Watson, C. B. Matthews, N. Drummond, Jr., E. Allen, G. Puncheon, Ng Tai Cheong, A. Basto, E. K. Duncan, M. F. Key, J. E. Hanson and Connie, E. H. Dovey, T. P. Saunders, R. A. Ferguson, W. E. Bell, Jr., L. R. Duncan and Miss A. E. Bell, Arthur, G. T. May, S. A. Rumjahu, J. S. MacLaren, Mrs. D. K. Blair and the Misses Blair, Mrs. C. W. E. Bishop, Mrs. K. W. Maurice-Jones, Mrs. M. Steel, Betty and Audrey, Madame E. Lemaitre, Mrs. G. V. Stubbings and Eileen, Mrs. J. Dalziel and Jean.

Eunice and Eileen de Biere, Miss Adair, Miss A. E. Steele, Miss McArthur, Miss L. W. Butler, Miss Westland and Miss Kerr, Eileen Bliss, Evelyn O'Hagan, Marjorie Bird, Evelyn M. Grant, Winifred Lawson, Winifred Sutton.

From the Girls of the "A.P.C.", European Staff Accounts Dept., A.P.C. Chinese colleagues, Sales Dept., A.P.C., The Hong Kong Ladies' Hockey Club, The Hong Kong Hockey Club, K.B.S.F.P.A., Ladies Hockey Section, Club de Recreation, Ladies Hockey Section, Teachers and scholars, Quarry Bay Sunday School, Sunday Schools of Union Church, the London Missionary Society, the Members of the Choir, St. Andrew's Club, the Reel Club, Hong Kong Football Club, Tai Koo Club, Tai Koo Mess, Tai Koo Dockyard and Engineering Co., Superintendent's Dept., China S.N. Co. and Teachers and Scholars, Quarry Bay School.

A YUNNANFU NEWS LETTER.

FUNERAL OF MURDER
VICTIMS.

(FROM OUR OWN CORRESPONDENT.)

YUNNANFU, March 28. On Thursday, March 28, the funeral of Mrs. Dalia White and Mrs. Claude Miller was held at the Methodist Church. Rev. Chas. Hicks, of the Methodist Mission, conducted the services at the church and at the British-American cemetery. A very large crowd from all the foreign groups as well as Chinese were in attendance, showing the wide sympathy of the whole community for the stricken families.

These ladies were killed with an axe while sleeping. Their husbands were away from home and had been gone for ten weeks on an itinerant trip to Western Yunnan in the interests of the Seventh Day Adventist Mission. The bodies of the victims were found Monday morning, March 10, by their Chinese teacher when he arrived for the regular daily lesson. Mr. White and Mr. Miller were summoned to come by double stages and arrived the following Saturday afternoon.

The Chinese teacher notified the American Consul, who called on other Americans and the police for help. Mrs. White was dead when found. Mrs. Miller was still showing signs of life although she passed away in the C.M.S. Mission Hospital before night.

The police immediately got on the trail of the murderers and in a short time had apprehended three. According to their tale the ringleader is still at large. The police detectives are now seeking this one, who is reported to be in his native place two days from here. To date he has not been taken.

A Criminal Gang.

The killing followed a long period of unsatisfactory relations with a group of employees, servants and others given work by the Mission. A short time before the murders the ladies had taken the responsibility, in the absence of their husbands, of discharging the whole gang. Revenge was manifestly the motive of the crime as the house had not been robbed during the night of the crime.

There is no anti-foreign feeling as such here at present and it has been quiet for a long time. It had nothing whatever to do with the recent changes in the Provincial Government. It seems just a case of unfortunate use of criminals as personal and mission helpers, unknown to the police and the foreigners, until the cruel deed came as a terrible climax to general misbehaviour.

POLITICAL CRISIS PASSES.

Recently the four generals of the provincial army decided to protest against certain of the Government officials. They withdrew to Yiliang for conference and took with them two of those they considered most undesirable. Their lives were spared but they were deposed and apparently have left the province. General Lung Yun, the Chairman of the Provincial Government Committee, when he heard of the action of his generals, left the city himself and started for Chaoting, his native place, that he had left they sent a message by aeroplane, asking him to return by all means and pledging him their support. He returned in a very short time and everything was done quietly to restore the normal functioning of the local government. No inconvenience was caused to any one, though for a short time it was feared that fighting might occur. It is not clear yet whether all demands of the military leaders were met or not, but at any rate the people generally feel that the crisis is past.

NANKING DELEGATE ARRIVES.

On Monday, March 23, Wang Pui Ling, of the Nanking Central Committee, arrived as official delegate from the National Government to Yunnan. His arrival was after the slight shake-up of the week before and outwardly at least all differences had been composed. It is thought that his visit has nothing to do with what had happened a few days before his coming. Mr. Wang has been in Yunnanfu before as delegate from Nanking and he himself is a former Yunnan man. He was accompanied by a staff of seven or eight. Local Government and party representatives met him at the airport.

KWANGTUNG SILK INDUSTRY.

EXPORTS SHOW MARKED
DECREASE.

(FROM OUR OWN CORRESPONDENT.)

CANTON, April 7. That the silk industry in Kwangtung is on the decline is indicated in the extremely small number of bales exported from Canton during the preceding month. As compared with the 4,540 bales exported during March, 1929, and the 2,779 during the same month of last year, the number of bales exported during last month was only 1,420. Of this, England consumed 220 bales, France 440, and the United States 700. The prices, too, have registered a marked decrease, being on the average about \$750.

Through the Bureau for the Improvement of Sericulture in Kwangtung, the Government is trying hard to check this decadence in the silk industry through the introduction of modern scientific methods in production and better advertisement amongst foreign consumers.

BOXER INDEMNITY FUNDS.

TWENTY MILLION DOLLARS
TO KWANGTUNG.

(FROM OUR OWN CORRESPONDENT.)

CANTON, April 7. Of the Boxer Indemnity Funds which the British Government is returning to China, Kwangtung has been apportioned about \$20,000,000. The greater part of this sum will be entrusted to the Kwangtung Board of Conservancy for the prevention of floods, by the construction of dykes and deepening of rivers. A portion of the money will be used for the development of Whampoa into a world port in accordance with the suggestions of the late Dr. Sun Yat Sen as contained in his book entitled, "The International Development of China."

KWANGTUNG PROVINCE INSPECTION.

GENERAL CHEN MING SHU
STARTS THIS WEEK-END.

(Wah Tsz Yat Pao.)

CANTON, April 7. General Chen Ming Shu, the Civil Governor of Canton, is making arrangements for carrying out an inspection tour of the West River districts and, if possible, of the whole province with a view to improving local administrations. He will probably start his journey this week-end and will be accompanied by a number of Provincial Government leaders.

CHINESE MERCHANT'S ESTATE.

LOCAL ADMINISTRATION
GRANTED.

Hong Kong estate worth \$25,000 was left by Hung Hon Chi, alias Hung Chak Lam, alias Hung King Sin Tong, alias Hung Shun Fook Tong, alias Hung Sau Chun Tong, who died in October last at 41, Po Tuck Street. He was the managing partner of the Ying Cheong Wo firm, 89, Bonham Strand.

Letters of administration with the will annexed have been granted to Mr. J. H. Roth and Mr. S. H. Ross, who are guardians of a minor elected by the executor named in the will, Hung Hin Kwan, alias Hung Shung Kam, son of testator, residing at 88, Bonham Strand.

REPRIEVE FOR STRAY DOGS.

Stray dogs captured by the police are now taken to Kennedy Town Kennels and if not claimed are destroyed after a few days interval.

As a result of negotiation between the S.P.C.A. and the Inspector General of Police such animals will in future be collected by an Inspector of the S.P.C.A. and taken to the Dogs Home at Waterloo Road, Mongkok.

THE EXCHANGE.

Exchange as between Yunnan currency and Hong Kong dollars has recently improved a bit in favour of Yunnan notes. At the peak a few months ago one Hong Kong dollar was equal to nearly nine Yunnan dollars. Now the rate is about six-fifty. Whether this is just a temporary improvement is not yet clear.

KWANGSI PEACE RESTORATION.

NEGOTIATIONS STILL
GOING ON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, April 7. In accordance with instructions from Nanking, the monthly military expenditure of the 8th Military Route under General Chen Tai Tong has been reduced from \$4,200,000 to \$3,500,000 since the beginning of last month. This forms the first retrenchment in military expenses for the upkeep and maintenance of the Kwangtung provincial army. With the restoration of peace in Kwangsi in sight, Nanking hopes to bring the monthly military expenses for Kwangtung to \$2,500,000 eventually, or a little less than one half of what they have been. This programme for retrenchment will be carried out gradually. Much, however, will depend upon the situation in Kwangsi which, in spite of the strong and well-meant efforts of General Chen Tai Tong, General Wong Shao Hung, the newly-appointed Rehabilitation Commissioner for Kwangsi, and others, is still uncertain. General Wong is still in Hong Kong and does not know when, or if ever, he can leave for his native province to assume control of the provincial administration under Nanking. Negotiations have been constantly going on for the past several months with Chang Fat Fui, Pei Chung Hsi, Li Tsung Jen and other leaders in Kwangsi for a restoration of peace, but so far no definite arrangements have been made along this direction, as most of these leaders are still hostile to Nanking.

General Mow Pui Nuan, formerly of the 4th Army under Chang Fat Fui, who capitulated to the side of Nanking, has been doing most of the work in connection with this peace movement for Kwangsi. In response to the request of General Chen Tai Tong and General Wong Shao Hung, he came to Canton from Wuchow yesterday morning for a conference with the local authorities. He expects to leave here for Hong Kong for a conference with General Wong Shao Hung either to-morrow or next day.

There has been no fighting in Kwangsi during the past several months, the opposing armies merely maintaining their own respective positions. Both, however, are in a state of preparedness, and each is vigilantly watching every movement the other may make.

It is learned that the Kwangsi "Ironside" coalition is not in the least satisfied with the terms which Nanking wanted to impose as a basis for settlement. These, among other things, call for a complete reorganization of the forces of Kwangsi, which is tantamount to a break-up of the once glorious Kwangsi clique and the "Ironside" unit.

TRAFFIC SUMMONSES.

SEVERAL CASES AT CENTRAL
MAGISTRACY.

A batch of traffic summonses came up before Mr. Schofield for hearing at Central Magistracy yesterday. The first case concerned Ho Shut Y, of the Po Hing Theatre, who was fined \$20 for riding his motorcycle combination at the rate of 23 m.p.h. along Queen's Road, West. He was also charged with having the "cut out" of his silencer open, thereby causing a disturbance, and on this count a further fine of \$5 was imposed.

In the second case, Miss M. Lee was fined \$5 because the number plate on her car was obscured by the bumper, which was stated to have been fitted after the licence plate was put on.

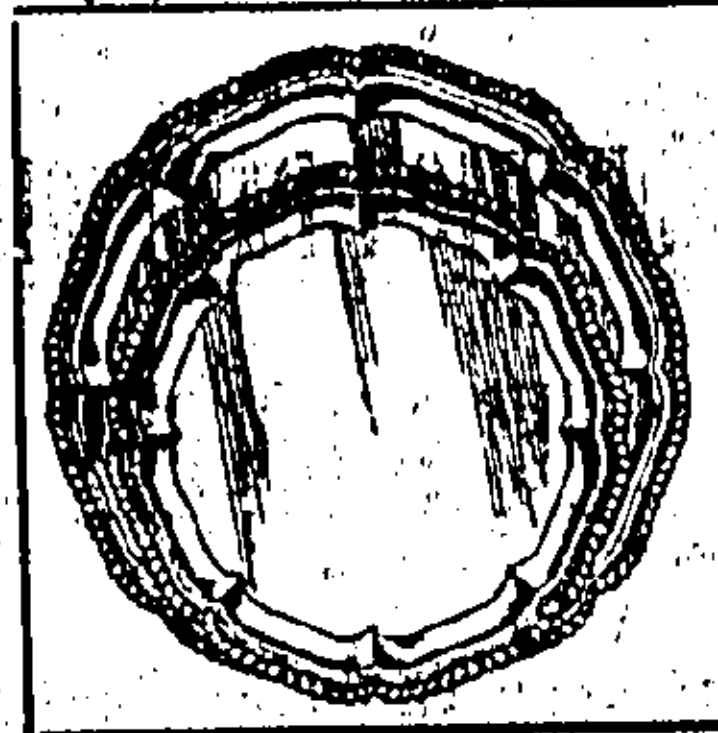
The driver of a public car was fined \$30 when charged with speeding along Stubbs Road while another public car driver was fined \$5 for driving his vehicle through Ico House Street, which is closed for traffic.

Mr. F. R. Zimmern figured as defendant in the last case. Inspector C. F. Alexander, who appeared for the prosecution, said that Mr. Zimmern was riding his motor cycle along Caine Road and so engrossed was he in a conversation with his million rider that he failed to observe the point duty policeman's signal which was against him. Inspector Alexander added that he was approaching in the opposite direction and if he had not stopped, an accident would have resulted.

Remarking that it was a serious offence, Mr. Schofield imposed a fine of \$10.

SOLID SILVER

PRESENTATION
PIECES.



THERE IS NOTHING MORE APPROPRIATE, AS A
TOKEN OF APPRECIATION AND GOOD WILL,
AS A PIECE OF REALLY BEAUTIFUL ENGLISH
SILVERWARE.

THE BEST IN THE WORLD, IN FACT, A STANDARD
WHICH OTHERS FOLLOW.

THE HIGHEST QUALITY.

THE MOST PERFECT FINISH

AND

THE MOST REASONABLY PRICED.

Silver Dept.

LANE,

CRAWFORD, LTD.



Dame CLARA BUTT'S
Greatest Song -
"ABIDE WITH ME"

A New Columbia Electric Recording

X837 TREES
THE KNIGHT OF BETHLEHEM
P.B. DOWN HERE
A FAIRY WENT A-MARKETING
7874 ABIDE WITH ME
GOD SHALL WIPE AWAY ALL TEARS
PB7 THE ROSARY
L'ANGELOS (in French)
LAND OF HOPE AND GLORY
PX2 GOD SAVE THE KING

The Anderson Music
Co., Ltd.

ECONOMY

TOO...is sealed in its MONITOR TOP



JUST place it in the gleaming Monitor Top con-
taining the simple unit that operates a General
Electric Refrigerator for just a few cents per day.
The mechanism is set in a permanent bath of oil,
tampering, No oiling. Quiet as a whisper.

The unit on top takes advantage of natural laws—
displaces heat above the refrigerator, permitting
a smaller motor. All-Steel, heavily insulated cabi-
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Know the savings in food protection, health,
time and labor that a General Electric brings. Be
sure of years of dependable service. See the many
attractive models—a aim for every home.

GENERAL ELECTRIC
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On View at—

Wm. G. Jack & Co., Ltd.

Hongkong Electric Co., Ltd.

The General Electric Co. (China), Ltd.

ANDERSEN, MEYER & COMPANY, LTD.

BUY NOW
ON EASY PAYMENTS
A few dollars will place a
General Electric Refrigerator
in your home tomorrow.
The savings begin—help-
ing you with the easy
installments.

NEW ADVERTISEMENTS

HONG KONG ENGINEERING & CONSTRUCTION CO., LIMITED.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the HONG KONG ENGINEERING and CONSTRUCTION COMPANY, LIMITED, will be held in the BOARD ROOM of Messrs. SHAW, TOMES & CO., 22nd April, 1931, at 12 O'CLOCK NOON, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ended on the 31st December, 1930, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 22nd APRIL, 1931, Both Days inclusive.

By Order of the Board
B. ALVES,
Secretary.

Hong Kong, 7th April, 1931. [59]

FOR SALE BY PRIVATE TENDER.

COMPANIES' WINDING-UP
No. 1 of 1931.

E. HING & CO., ALSO
KNOWN AS E. HING CHAN
AND AS E. HING.

IT IS HEREBY NOTIFIED THAT SEALED TENDERS will be received at the OFFICIAL RECEIVER'S OFFICE, SUPREME COURT, Hong Kong, until NOON on SATURDAY, the 25th Day of APRIL, 1931, for the Purchase in One Lot of—

(A)—The Goodwill of the above Business;

(B)—The Stock-in-trade, Furniture, Tonants' Fixtures and Fittings, at present on the Premises Nos. 24 and 26, WING WA STREET and in the Godown No. 310, HENNESSY ROAD, WANCHAI; and

(C)—MARINE LOT No. 121 and the Building standing thereon.

SEALED TENDERS are also called for Lot (B) above SEPARATELY.

No Tender will be considered unless the Person tendering pays to the Official Receiver and Liquidator a Deposit of \$1,000.00 in Cash, as a Pledge of the bona fides of his offer, which sum shall be forfeited to the Official Receiver as Liquidated Damages if such Person fails to carry out his Tender, in the event of the same being accepted.

Deposits will be returned to the Unsuccessful Tenderers when One Tender has been accepted, or in the event of no Tender being accepted.

The OFFICIAL RECEIVER and LIQUIDATOR does not bind himself to accept the highest or any Tender.

Forms of Tender may be obtained on application at the OFFICIAL RECEIVER'S OFFICE, SUPREME COURT, Hong Kong.

Dated the 7th day of April, 1931.

E. I. AGASSIZ,
Official Receiver and Liquidator.

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NOTICE.

On and after 1st April next, the Hongkong Dispensary Drug Store, and the Wine Department, will observe the following hours of business—

8.30 a.m. to 5 p.m. except Saturdays, when both Stores will close at 1 p.m.

The Hongkong Dispensary, Dispensing Department, will be open.

On week days until 7.30 p.m.

On Sundays and Public Holidays 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LTD.
Hongkong, 23th March, 1931.

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CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN that DIVIDEND WARRANTS will be available on APRIL 8th, 1931, and may be obtained on application by Shareholders in person or in writing at the Registered Office of the Company, 178, CANNAN ROAD WEST.

By Order of the Board,
D. L. KING,
Secretary.

Hong Kong, 1st April, 1931. [568]

THE HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the THIRD EXTRA RACE MEETING to be held on SATURDAY, 18th APRIL, 1931 (Weather Permitting), may be obtained at the Race Course, HONG KONG OLDS and OLDSWAY ROAD, HONG KONG.

Entries close at 12 O'clock NOON on THURSDAY, 9th April, 1931. [570]

FINE

SHERRIES

SUPERIOR PALE DRY

FULL GOLDEN

of very superior quality

grown and bottled by

Anto. R. Riuz Y.

Hermanos Xeres de

la Frontera, specially

selected.

“One sip

will bathe the drooping

spirit in delight

Beyond the bliss of

dreams.”

A. S. WATSON

& CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE 20616.

NOTICE.

NOTICE IS HEREBY GIVEN that the interest of Mr. NOEL VICTOR AMOR CROUCHER in our Firm ceased as from the 31st DAY OF MARCH, 1931.

BENJAMIN & POTTS,
Dated the 1st of April, 1931. [555]

NOTICE.

NOTICE IS HEREBY GIVEN that we have TO-DAY admitted Mr. SHI YU MAN as a partner in our Firm.

BENJAMIN & POTTS,
Dated the 1st of April, 1931. [556]

NOTICE.

I HEREBY GIVE NOTICE that I have retired from the Firm of Messrs. BENJAMIN & POTTS as from the 31st DAY OF MARCH, 1931, and have opened offices at Exchange Building, where I am carrying on business as a Stock and Share Broker as from the date hereof under the style or firm name of “CROUCHER & CO.”

N. V. A. CROUCHER,
Dated the 1st of April, 1931. [557]

NEDERLANDSCH INDISCHE HANDELSBANK N.V.

(NEDERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1863 AT AMSTERDAM
HONG KONG AGENCY.

NOTICE.

NOTICE IS HEREBY GIVEN that as from 7th APRIL next, this Bank will occupy New Premises at 5, DES VOUX ROAD CENTRAL (Opposite present Office).

G. J. ENDERT,
Manager.

Hong Kong, 30th March, 1931. [561]

CREDIT FONCIER D'EXTREME ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

“PEAK MANSIONS”

Six-roomed & Five-roomed Apartments

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas Modern Construction with Garages.

“CAMBAY BUILDINGS”

Flats with Modern Conveniences

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.55 p.m., stated:—

The anti-cyclone over N.E. China has increased slightly in intensity. A deep depression is central to the N.E. of Hokkaido. Fresh monsoon may be expected along the S.E. Coast of China and over the N. China Sea.

Local Forecast:—N.E. winds, fresh; overcast; some drizzle or light rain.

MARRIAGE.

BLOUNT-KARLIK.—On April 1, at Shanghai, Mr. PAUL BLOUNT to Miss ANNA KARLIK.

DEATHS.

OLSEN.—On July 12, 1930, at Victoria, B. C. ANDERS OLSEN, aged 77 years.

LAU.—On April 7, at 5 a.m., K. C. LAU. The funeral takes place today, leaving the French Hospital at 3 p.m., and will proceed to Kennedy Town (Yat Pit Ting).

PEREIRA.—On April 2, at Shanghai, AMALIA (MAY) MARIA PEREIRA, aged 22 years.

Editorial and Business Offices: 11, Lee House Street, Tel. 30251.

Night Editor (Wanchai Office): Tel. 24511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, APRIL 8, 1931.

HONG KONG'S “MIDDLE CLASSES.”

In the good old days, before the Strike, Hong Kong was a place where money was made easily.

Senior men in the big firms soon amassed enough to enable them to retire, leaving their subordinates to have, in due succession, a brief but lively innings.

The British community could then be divided into three classes, Government, servants, taipans and men who had every prospect of becoming taipans, and, finally, unsatisfactory persons, who did not count.

For all but the last classification life was maintained at a high standard of comfort, regular leave, home education for children, and affluence in early middle age being in the natural order of the universe.

This is not at all the position at present. The Nationalist movement in China, the impoverished condition of that country, and the world economic depression have broken up the system under which British people once lived in the Far East.

The heads of firms hold on to their posts, money-making having become a slower job than it used to be, and more than double the number of dollars must be collected to bank the same amount of sterling.

Moreover, Hong Kong is more comfortable than it was, and, as a place of permanent residence for the well-to-do man of advancing years, compares well with over-taxed and servantless England.

There are other factors in the change. The recent developments of Western civilisation have called for an increasing number of men from Europe to do work of a kind that was formerly trusted to native labour.

Coolies could sweep the stairs, but European engineers have to be employed to look after lifts.

There is, in fact, a new class of English people in Hong Kong. They are not wealthy, they have very little prospect of ever acquiring affluence, and they live either in boarding houses, or in flats, where many are content with one or two, and in place of a retinue of boys.

A proportion of the European Y.M.C.A., and the existence of this large establishment for men (not all of them young), for whom there is no home, has its significance.

The future development and prosperity of the Colony must depend very largely upon men of this type.

Hong Kong is a model for renaissance China, and in that rôle, as well as in its trading facilities, lies its future. It is ahead of China in

administrative efficiency, security and the application of Western inventions. But to maintain its standard in face of a live and progressive China is a more difficult task than when the Celestial Empire looked to the past, and had neither roads, nor motor cars, nor talking pictures.

Hong Kong needs in these days a far greater nucleus of Englishmen, and in her industrial army there must be British non-commissioned as well as commissioned officers.

Thus, owing to both local and home conditions, a number of people are prepared to pass their lives here, and, in fact, to settle down as Colonists rather than as fleeting prospectors.

They are, we suggest, a most valuable factor in the life of the Colony, and provision should be made for their needs.

The incident of the closing of the bathing beaches is not encouraging, but more serious is the refusal of the Government to provide increased educational facilities for those who cannot send their children home.

The lack of wider provision that is now available will act as a strong deterrent to many people who might otherwise remain here and render excellent service to their employers and to the community.

If Hong Kong could offer satisfactory British schooling it would possess an asset of incalculable value. Unfortunately, we find that the leading British school of its kind, the Central British School, as we pointed out some time ago in this column, is overcrowded, badly equipped and on a most unsatisfactory site.

The Government thought fit, however, to save \$2,300 out of the estimates for the current year by delaying work on the new site allotted to the school.

It would be interesting to know if that site is to be kept for the school, or whether it is liable to become, like Taiwan Beach, a matter for “sale negotiations.”

No one would suggest that merely because members of the Government are not much affected by what is happening, that they are unaware of the changes that have come over the Colony in the last few years.

But they are hardly showing the flexibility of mind, foresight and imagination that are characteristic of British officials all the world over.

THE STERNER SEX AND HIS HAT.

It seems an odd illustration of the comparative poverty of men's fashions that, according to the Home papers, there is to be a special campaign to launch and popularise a new hat—that is to say, one new hat, a solitary surprise, while women at the same period of the year will have their fifties and hundreds to inspect.

What is more, man's promised adventure does not seem to be a very new one, for it is specially recommended for summer wear on the ground that it will do its best to look like the hat he has been wearing all winter.

The haters think that Englishmen should obviously have a new hat for the summer, and some of them seem to have despaired of ever seeing the straw variety restored to the favour which it once enjoyed.

They have, therefore, produced a specimen which to all outward appearances is exactly “like the soft hat that is worn in winter,” but which has been reduced to a featherweight that turns the scales at two ounces.

This is lighter than the straw hat, which may easily weigh five ounces, and lighter even than the Panama. It is, therefore, hoped that the universal summer hat for the cautious male has at last been discovered; he can stick to felt and still be fairlike.

It seems a touching tribute to man's conservative instincts in the matter of costume, or should one say to his tremendous strength of character? He may be gently and insidiously led—soothed imperceptibly into accepting a different article which looks exactly like the one that he has on his head—but never pushed and bullied into strange or disturbing novelties.

Weak and variable females may be dragged into showing their knees one year and not even their ankles the next, but man is made of sterner stuff; his hats may differ in weight, but never in size and shape.

And as a matter of fact it remains to be seen whether this loyal creature will accept even a reduction in weight. The haters had better not dwell too proudly on the difference which they have achieved or they may be left talking through their hats instead of selling them.

★ News and Views ★

A Dealer in Lies.

Lies to order, by letter, telegram, or cablegram from all parts of the world, are offered for sale by a Paris organisation. A man who has told his family that he is going on a business trip may have letters in his own handwriting forwarded to his wife from various cities while he remains in Paris, a message from that ingenious city recently announced.

If anybody wishes to avoid a social or business engagement he can arrange for the same service.

London's Crime Not Growing.

The Recorder (Sir Ernest Wild, K.C.), charging a grand jury at the Old Bailey, said that it was curious how constant the amount of crime seemed to be in the districts covered by the Court, in spite of the increase in population.

“My experience tells me,” he added, “that there are about 50 cases a week which come to the court. That may sound a lot, but when you consider that our jurisdiction extends over 8,000,000 people it is not so many as it sounds. Although population has increased, crime has not increased *pro rata*.”

Laws of Evidence Out of Date?

Mr. Justice MacCardie, after dealing with ten divorce cases at the Sussex Assizes at Lewes, said that each one was undefended, but an average of three or four witnesses per case had been called.

“In my opinion, there are nearly thirty witnesses whose presence was absolutely unnecessary,” he said. “They could have proved their facts by affidavits without the slightest difficulty. I consider this waste of time and money is perfectly appalling.”

Witnesses have been called from the North, South, East, and West of England to prove facts with which there is not the faintest measure of dispute. I express my view that the time is coming when the laws of England with respect to evidence ought to be amended. They are old-fashioned and out of date.”

Three cases of diphtheria (all Chinese) were reported during the five days ended April 6.

The forthcoming wedding is announced of William Charles Simpson, of the Y.M.C.A., Kowloon, to Anna Gregory Logosh, of the Kowloon Helena May Institute.

A Victory Medal and a General Service Medal found in a Hong Kong Hotel laundry car on March 13, have been handed to the police, and are awaiting a claimant at the Chief Inspector's Office.

The South Wales Borderers have postponed their regimental sports meeting, which was to have been held yesterday, till this afternoon. The meeting takes place at Sookun-poo, starting at 2.30 p.m.

The marriage between Mr. V. J. Atkins of the Asiatic Petroleum Co. and Miss A. E. Hendry, late of the Education Dept. took place at All Saints Church, Sidmouth, Devon, on March 6.

Seven weeks' hard labour was the sentence passed on a Chinese who was brought before Mr. Williams on the charge of theft of seven felt hats from Messrs. Boediker & Co., of Des Voux Road, Central.

A concert in aid of the Home will be held at the Sailors' and Soldiers' Home, Praya East, at 9 p.m. to-day. A splendid programme has been arranged and a very enjoyable evening's entertainment is promised.

Friends of Mrs. Igleston will be pleased to hear that she did not receive serious injuries following the motor mishap recently. She was treated for abrasion and shock at the Government Civil Hospital, and apart from this she did not receive any other injury.

The Great Northern Telegraph Co., Ltd., and the Eastern Extension Australasia and China Telegraph Co., Ltd., announce that owing to one faulty cable between Hong Kong and Shanghai, telegrams to and from Shanghai and beyond may be subject to slight delay.

Three Chinese were brought before Mr. Schindler yesterday, on charges of possession of a revolver and five rounds of ammunition. It was stated the men were arrested after a fight in Belcher Street in which the third defendant was injured. They were formally remanded for a week.

The Handy Man.

A Belfast church which advertises for a sexton had over 300 replies. One applicant wrote: “I can preach, and in the event of the minister being ill I would be able to take his place in the pulpit.”

Mr. Morning Dew's Selections.

It is always dangerous to blow one's own trumpet, but our Racing Correspondent, is we think deserving of congratulations on having spotted six winners for Monday's races, in his selections published that morning.

Four of the other selections were placed. The winners tipped were Glenagles, The Grouse, Newkhal, Jill Pacemaker and Apollo. Those who were placed were Evening Star, Sitting Bull, Paul Pry, and Cyclamen Bay. On dividends paid, five dollars on each of the six winners would have brought in \$150.

In connection with the Anglo-German discussions which are to take place early in May, it is announced that M. Briand was also invited to take part, but that he declined.

The draft Constitution of the proposed new Federal unit in Australia, to be known as the “New England” province, was approved by 150 delegates at Maitland, New South Wales, yesterday.

The Times is of the opinion that the crime of an unbalanced individual in shooting M. Anikieff, Soviet Counsellor in Japan, is being used as an excuse to drive the Japanese fishing fleet from Siberian waters.

The polling for the election of Mayor for the City of Chicago was to take place yesterday.

Japan's reply to the Soviet protest in connection with the attempt on the life of M. Anikieff, Soviet Counsellor, was handed to the Soviet Ambassador yesterday.

Page 9.

★ Local Notes and Events ★

The Rosary Church, Kowloon, was the scene of a Children's First Communion and Confirmation Service on Monday, which was conducted by Bishop Valtorta, assisted by Rev. Fr. Spada and the Rev. Fr. Granelli. Over forty children of both sexes, all dressed in white, were present at the service.

The body of Fung Lee, a Sanitary Department foreman, who was reported missing since March 31, was found on the foreshore near Kowloon Dock on Monday. It was stated that the man left a letter affirming his intention of doing away with himself, and the named that part of the foreshore at Kowloon City where stands the rock dedicated to an Emperor of the Sung Dynasty as the scene of his attempt.

Charged at Central Magistracy yesterday with the theft of fishing lines from a boat at Shaukiwan, a Chinese told the Court that he had been kidnapped and brought to the Colony from Singapore. His condition, when taken to the Police Station, was such that he was given a hot meal and now he declares that he would sooner go to gaol, rather than be in the hands of his would be assassin. He was remanded in police custody for three days.

The weekly meeting of the Rotary Club yesterday was presided over by Hon. Dr. S. W. Tso, in the absence of Sir William Hornell, who has gone on an official visit to Nanking.

The nomination of officers and directors took place and it was resolved to re-nominate *en bloc* all those who are serving in these capacities at the present moment. Mr. L. O. F. Bellamy asked to be relieved for business reasons and nominated Mr. M. F. Key in his place. All nominations will be confirmed at the first meeting in May.

At a public auction of Crown land at the P.W.D. yesterday afternoon, there was brisk bidding for three lots, all in Kowloon. The first, Kowloon Inland Lot No. 2480, North of Kowloon Inland Lot No. 1078, Fa Yuen Street, had an upset price of \$29,219 and was sold for \$43,590.

Kowloon Inland Lot No. 2481, at the junction of Fa Yuen Street and Bute Street, with an upset price of \$31,570 was sold at \$47,900. New Kowloon Inland Lot No. 1447, Shek Kip Mei Street, between Un Chan Street and Fuk Wing Street, with an upset price of \$18,675 was sold for \$34,700.

SUMMARY OF NEWS

Local.

Yunnanfu news letter. Page 7.

The funeral took place at Happy Valley last evening, of Miss Nany McNeillie. Page 7.

Wireless programme. Page 4.

Sport.

Home racing notes. Page 10.

Home football results of Easter Monday matches. Page 11.

Three senior matches in the Hong Kong Football League are arranged for this afternoon. Page 10.

Latest Cables.

A fresh shock of earthquake was experienced at Tucuman, Argentina, on Monday. Page 9.

Gandhi lectured the financial pundits at the Federation of Indian Chambers of Commerce on Monday. Page 9.

The Prince of Wales and Prince George witnessed an illuminated game at soccer at Rio de Janeiro on Monday night. Page 9.

Their Majesties, the King and Queen of Siam arrived at Yokohama and proceeded by special train to Tokyo. Page 9.

The British Government has invited the German Chancellor and Foreign Minister to come to London for a friendly and informal visit. Page 9.

Owing to a new restrictive oil law in Colombia, the Texas Petroleum Company is withdrawing its prospecting geologists from the territory. Page 9.

An official statement from Windsor Castle says that His Majesty is suffering from a sub-acute attack of bronchitis, and that he is making slow but satisfactory progress. Page 9.

Mr. Anderson Scott, who is engaged on a record-breaking flight from England to Australia, left Rangoon yesterday well ahead of Kingsford-Smith's time. Page 9.

(Continued on previous column.)

Lady Peel will perform the opening ceremony of the new premises of the Young Women's Christian Association, 38c, Bonham Road, at 2.30 p.m. to-day.

Looking Back 25 Years.

The change in the political situation in the Far East consequent upon the recent war has not unnaturally caused some apprehension among those who view with disfavour the alteration between the proportion of European as compared with Asiatic influence in any questions which may in future arise. The fear is expressed that difficulty may ensue from too much power being now vested in the latter direction.

The ghost of the old “Yellow Peril” scare has not in fact been entirely laid. There is a feeling that it will be unsafe for foreign nations, if foreign influence is not to continue the dominant force in the Far East, and with the uprise of Japan, this can hardly be expected to be the case.

Such a state of the “balance of power” it is surmised may lead to unreasonable demands on the part of China, and there is no gainsaying that there have been some signs that the less informed among the Chinese have been disposed to look upon the changed condition of affairs as possibly affording an opening for returning to the time-honoured policy of withstanding foreign progress.—*Hong Kong Daily Press*, April 8, 1906.

Looking Back 50 Years.

The report of the Harbour Master for the year ending

RUSSO-JAPANESE
DISPUTE.DISPLAY OF DIPLOMATIC
FIREWORKS.

[THROUGH REUTER'S AGENCY.]

LONDON, April 6.
Commenting on the Russo-Japanese dispute as regards the shooting of a Soviet Trade Agent, M. Anikieff, the *Times* is of the opinion that the Soviet Government wants to use the crime of an unbalanced individual as an excuse to drive the Japanese fishing fleet from Siberian waters.

The paper says:—
"But even if the Kremlin hopes to exploit an important incident in order to divert attention from its own attempt to undermine the Treaty of 1923, it may be asked whether the game of affronting a proud and powerful nation is likely to be worth the candle, and whether M. Karakhan's real intention is to impress the watching Chinese Government by a display of diplomatic fireworks, and thus expedite his long-drawn negotiations with its delegates."

FIRE DESTROYS HUNDRED
HOUSES IN JAPAN.

[THROUGH REUTER'S AGENCY.]

OSAKA, April 7.
Fanned by a strong wind, a fire destroyed 100 houses this morning in the city of Miyazaki, Miyazaki Prefecture.

SNOWSTORMS AND GALES
IN JAPAN.FOUR HUNDRED HOUSES
PARTLY SUBMERGED.

[THROUGH REUTER'S AGENCY.]

TOKYO, April 6.
Heavy snowstorms and gales are reported in various parts of the country. Gifu Prefecture, where the cherry blossom is already blooming, suffered heavily and the blossom was badly damaged, while Nofumachi, Niigata Prefecture, last night experienced a heavy snow storm accompanied by high waves, which swept over and partly submerged about 400 houses.
Two fishing boats in the same district are missing, and it is feared that they have foundered together with the crew of seven.

B.A.T. LOAN TO SHANSI.
TWENTY MILLION DOLLAR
AGREEMENT SIGNED.

(Wah Tat Yat Pao.)

PEIPING, April 6.
An agreement for a loan of \$20,000,000 offered by the British-American Tobacco Company to the Shansi Provincial Government for the purpose of improving Shansi's financial system is reported to have been signed and to be effective from this month.
The delivery of the loan fund will be made on a monthly instalment basis.

As a return for this loan the company's cigarettes of all brands on sale in Shansi Province will be exempt from every form of tax.

CHINESE WOMEN'S
NATIONAL CONFERENCE.REPRESENTATION AT
PEOPLE'S CONVENTION.

(Chun Wan Yat Pao.)

NANKING, April 7.
The leading women's public bodies of Canton, Shanghai, Tientsin, Peiping, Hankow, Hangchow and other centres are sending delegations to Nanking for the purpose of holding a national conference to reaffirm their demand for direct representation of women at the coming People's Convention in addition to the five categories of delegates, namely, agricultural, professional, commercial, labour, and the Kuomintang.

DR. SUN YAT-SEN'S
SECRETARY.DEATH AFTER A LONG
ILLNESS.

(Chun Wan Yat Pao.)

PEIPING, April 6.
Mr. Ma So, the late Dr. Sun Yat-sen's English secretary, passed away last Saturday evening.
The late Mr. Ma had been ill for a long time and received medical treatment in a local French hospital.
His death took place only shortly after leaving the hospital in consideration of the apparent improvement in his condition.

JAPAN'S REPLY TO
SOVIET PROTEST.CONTENTS NOT YET
AVAILABLE.

[THROUGH REUTER'S AGENCY.]

TOKYO, April 7.
The Japanese reply to the Soviet protest in connection with the attempt on the life of M. Anikieff was handed to M. Troianovsky, Soviet Ambassador, this evening.
The contents are expected to be published in a couple of days.

SEQUEL TO SOVIET SEIZURE
OF GOLD BARS.INTERNATIONAL LAWSUIT
OPENS IN U.S.A.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 6.
"Russian gold bars figure in an international lawsuit which opened here to-day."

The plaintiffs are the Banque de France and the defendants the Chase National Bank and Guaranty Trust Company.

The Banque de France seeks the recovery of \$5,000,000—the value of gold bars sent for sale to New York in 1928 by the Bolsheviks, who seized them from the State Bank of Petrograd, although the Banque de France claims that it bought them from the Imperial Russian Government before the Revolution.

When the proceedings started in 1928 the Soviet withdrew the gold bars to Russia, but undertook to indemnify the Banks if they lost the case.

BRITISH AND AMERICAN
BANKERS CONFER.GOVERNOR OF BANK OF
ENGLAND IN WASHINGTON.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, April 6.
Mr. Montagu Norman, Governor of the Bank of England, who has been conferring with the Federal Reserve Bank of New York, arrived here to-day and is privately conferring with Mr. A. Mellon and Mr. Eugene Meyer, the Governor of the Federal Reserve Board, and other members of the Board.

UNITED STATES
INDUSTRY.RAPID RECOVERY MOST
UNLIKELY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 6.
Those optimists who have been prophesying a rapid recovery of industry in the United States are rather discouraged by the publication of steel operating figures for the past week, showing a two per cent. decline to 65 per cent. output capacity.

COLOMBIA OIL LAW.

PROSPECTING GEOLOGISTS
BEING WITHDRAWN.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 7.
The Texas Petroleum Company's geologists who have been prospecting in Colombia during the past four years are being withdrawn owing to the new restrictive oil law regulations.

AMERICAN CIRCUS FEUD.

MONOPOLY CONSPIRACY
ALLEGED.

[REUTER'S AMERICAN SERVICE.]

CHICAGO, April 6.
A sensational suit for damages of over \$1,000,000 has been filed in the District Court on behalf of the Western Show Company (Zack T. Miller and Miller Brothers) charging the Salladote Circus (Bingling Brothers, Barnum and Bailey and affiliated concerns) with conspiring to monopolize the circus business, alleging various illegal acts including the "enticing" of Tom Mix from the plaintiffs' employment to Salladote Circus at a salary of \$12,000 a week.

BRITISH INVITATION
TO GERMANY.CHANCELLOR AND FOREIGN
MINISTER TO VISIT LONDON

[THROUGH REUTER'S AGENCY.]

LONDON, April 6.
It is understood that the British Government has invited the German Chancellor, Dr. Brüning, and the Foreign Minister, Dr. Curtius, to come to London on a friendly and informal visit.

M. Briand Also Invited.

PARIS, April 7.

The hopes that M. Briand will be induced to attend the Anglo-German discussions which are tentatively fixed for early in May are disappointed in the newspapers, which declare that M. Briand was invited but declined, mainly on account of the Presidential election.

The newspapers are 'most suspicious that there is more in the invitation than meets the eye.'

The *Echo de Paris* forecasts "the most mischievous consequences" if France accepted the "flattering invitation after the thunderclap of the Austro-German Economic Agreement."

KING AND QUEEN
OF SIAM.TOKYO PALACE PLACED AT
THEIR DISPOSAL.

[THROUGH REUTER'S AGENCY.]

TOKYO, April 7.
Their Majesties the King and Queen of Siam, on board the Empress of Japan, arrived at Yokohama this morning amidst the booming of a salute of 21 guns.

All the ships in harbour were beflagged for the occasion.
Their Majesties proceeded to Tokyo by special train.

Thousands of school children, Boy Scouts and reservists lined the streets, waving Siamese and Japanese flags.

Arrival at Kasumigaseki Palace.

LATER.

Their Majesties the King and Queen of Siam were met at Tokyo station this afternoon by Prince and Princess Chichibu and others.
The waiting cars drove the royal party through cheering and speculation-lined streets to the Kasumigaseki Palace, which the Emperor has placed at the disposal of the royal guests for the length of their stay.

A picturesque Japanese lantern procession is being held this evening in Their Majesties' honour.

EARTHQUAKE IN
ARGENTINA.

[THROUGH REUTER'S AGENCY.]

BUENOS AIRES, April 7.
A fresh shock of earthquake was experienced at Tucuman this morning.

No damage has been reported.

CLEAN SWEEPING
CHICAGO.IS CRIME AND CORRUPTION
TO CONTINUE?

[REUTER'S AMERICAN SERVICE.]

CHICAGO, April 7.
Any previous deficiencies in the forceful statement of their case by the protagonists in the mayoralty campaign were fully made up by the two candidates' stinging "last words" before a microphone just before midnight in preparation for to-day's poll to decide whether the Democrat Tony J. Cermak will out "Big Bill" Thompson, as the betting odds at present suggest.

Mr. Thompson, who has announced that he will not seek office again, has not lacked energy in the present campaign. He has been assisted by his famous circus of donkeys, mules and camels bearing electioneering labels. Not only were they a frequent sight in the streets, but they actually appeared in the City Hall.

Mr. Cermak's supporters, wearing buttonholes of miniature brooms, symbolising a clean sweep of crime and corruption, concluded the campaign with a grand parade, and they confidently expect a favourable landslide.

"NEW ENGLAND"
STATE.DRAFT CONSTITUTION
APPROVED BY DELEGATES.

[THROUGH REUTER'S AGENCY.]

SYDNEY, April 7.
The draft Constitution of the new Federal "loyalist" unit, namely, "New England," was formally approved by 150 delegates in the Maitland Town Hall.

A telegram from Sydney of March 9 stated that the boundaries of the proposed "New England" State to be formed in the north-eastern portion of New South Wales comprised 150,000 square miles.
Invitations had been sent to 55 local governing bodies to attend a convention on April 7 to draft a constitution.

PRINCE OF WALES AND
PRINCE GEORGE.WITNESS SOCCER GAME AT
RIO AT NIGHT.

[THROUGH REUTER'S AGENCY.]

RIO DE JANEIRO, April 7.
The Prince of Wales and Prince George were enraptured with their novel experience of last night.

Sitting in a profusely beflowered box in the midst of 40,000 spectators, they watched an exciting game of soccer played with a white ball in a field illuminated by huge cluster floodlights.

The Princes were tumultuously cheered as they strolled in the arena.

Prince George kicked off in the second half.
The Prince of Wales received the honorary presidency of the Club.

OBITUARY.

LADY WYNDHAM.

[THROUGH REUTER'S AGENCY.]

LONDON, April 6.
The death occurred to-day of Lady Wyndham, widow of Sir Charles Wyndham, in her seventieth year.

[Lady Wyndham, who was known on the stage as Miss Mary Moore, was the daughter of a London Parliamentary Agent, and first began to play in the provinces in 1885. Later she went to London, playing in the Criterion Theatre, under the management of Sir (then Mr.) Charles Wyndham, until she became leading actress in that theatre and was subsequently with Sir Charles Wyndham in Wyndham's Theatre. Prior to the latter's death she was associated with him as joint proprietor and in the management of these and the Criterion theatres, which she continued after his death in 1919. Lady Wyndham was President of the Actors' Benevolent Fund and Chairman of Wyndham Theatres, Ltd. Her principal successes were: "The Mollusc," "David Garrick," "The Tyranny of Tears," "The Liars," and "Mrs. Dane's Defence."]

MR. W. L. WYLLIE.

[THROUGH REUTER'S AGENCY.]

LONDON, April 6.
The death occurred to-day of Mr. William Lionel Wyllie, R.A., the artist.

The late Mr. Wyllie, who was 81 years of age, was famous for his etchings of ships and marine paintings. He won the Turner Medal in 1890 and first exhibited at the Royal Academy in 1897, being appointed an Academician in 1907. He also wrote a number of technical works on painting, a descriptive narrative, "Sea Fights of the Great War" (with Mr. M. F. Wren), and a biography of J. M. W. Turner, Mr. Wyllie was very fond of the Medway Towns, where he used to stay for long periods with the Earl and Countess of Darley, of Cobham.

He also exhibited on several occasions at the Rochester Art Club exhibitions, together with Mr. Donald Maxwell. He was an enthusiastic yachtsman and belonged to the Royal Corinthian Yacht Club, whilst as Assistant Commissioner he took a keen interest in Sea Scouting in Portsmouth, where he resided.

HIS MAJESTY KING
GEORGE V.SUFFERING FROM AN
ATTACK OF BRONCHITIS.

[THROUGH REUTER'S AGENCY.]

LONDON, April 7.
An official statement from Windsor Castle says that His Majesty King George V. is suffering from an attack of sub-acute bronchitis, and that he is making slow but satisfactory progress.

BRITAIN-CAPETOWN
RECORD FLIGHT.SIX DAYS AND TEN HOURS'
JOURNEY.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 6.
Commander Glen Kidston, who left Britain on Tuesday last on a flight to South Africa, accompanied by Lieutenant Cathcart Jones, a second pilot, and L. Johnson, the wireless operator, reached Capetown this afternoon.
He has beaten the previous record of eight and a half days, but just failed in his aim of completing the flight in six days owing to a slight mishap when forced down by oil trouble yesterday at Lichtenburg, Western Transvaal.

An enthusiastic welcome was accorded Commander Kidston and his companions upon their arrival. The flight took six days and ten hours.

Earlier News.

[THROUGH REUTER'S AGENCY.]

CAPETOWN, April 6.
Glen Kidston arrived at 5.08 p.m. He had mechanical difficulties on the last stage. The previous record from England is nine and half days.

ENGLAND-AUSTRALIA
FLIGHT.SCOTT DEPARTS FROM RAN-
GOON AHEAD OF TIME.

[THROUGH REUTER'S AGENCY.]

RAKOGON, April 7.
Mr. Anderson Scott departed at noon after an hour's stay to refuel. He is still ahead of Kingsford-Smith's time.

MARIE STOPES VINDICATED

FEDERAL JUDGE PRAISES
BOOK.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 6.
Declaring that Miss Marie Stopes' book "Married Love" is neither immoral nor obscene, but "highly informative," Federal Judge Woolsey dismissed a case brought by the Federal authorities under which the Government sought to confiscate the book.

REORGANIZATION OF
HOUSE OF PEERS.JAPANESE COMMITTEE OF
ENQUIRY.

TOKYO, April 2.—Prince Tokugawa, President of the House of Peers, has proposed the appointment of a joint committee of all groups in the House with a view of studying the reorganization of the House. Two or three members of the different cliques will be appointed as the members of the Committee.

The deficit in the function of the Upper House is now recognised by many in view of the fact that the minor cliques could do nothing during the last session of the Diet owing to the complete combination of the members of the Kenkyukai, the most influential group in the House, and that so many important Bills were referred to the Upper House from the House of Representatives at a time towards the close of the session that the Upper House had not time enough to deliberate them.

JAPANESE BALD HEADS
TO ASSEMBLE.

TOKYO, April 2.—The All Kanto Kokuhai Kai or bald headed society of Japan is to hold a convention on Sunday at Nagatsuma, in the Chichibu district. It is expected that 5,000 persons will gather to witness the assembling of 350 members of the society.
Arrangements have been made to make motion pictures of the assembled bald heads.

INDIAN CHAMBERS
OF COMMERCE.GANDHI LECTURES FINAN-
CIAL PANDITS.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, April 7.
Gandhi lectured the financial pandits at the opening session of the Federation of Indian Chambers of Commerce.
He said the Federation leaders could not capture Congress by means of the purse, but by a greater sacrifice for the masses.

Mr. Skaram, president of the Federation, regretted the Karachi Congress resolution embodying the declaration of rights was passed so hurriedly without consultation with vital interests.

Stabilising the Value of Gold.

He also asserted that in the absence of any tangible evidence of effective international co-operation for stabilising the value of gold, the best policy for India at present would be to let exchange take its own course.

INDIA'S COMMUNAL
DIFFICULTIES.GANDHI APPEALS TO
MOSLEM LEADERS.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, April 6.
Following the Viceroy's "conversation" with the Moslem leaders, Gandhi has appealed to the latter to draw up a full statement of the minority safeguards they require. It is most likely that Gandhi will be persuaded to attend the Round Table Conference in London, especially if a settlement of communal issues is not reached in the meanwhile.

ATTEMPT TO WRECK
INDIAN EXPRESS.DRIVER'S PRESENCE OF
MIND AVERTS DISASTER.

[THROUGH REUTER'S AGENCY.]

SIMLA, April 6.
A daring attempt was made to-day to wreck the express from Delhi, apparently with the object of causing death or injury to British officials of the Government of India.

The outrage was undoubtedly the work of extremists.
The attempt was made near Lalry, on the North-Western Railway.

Several rails were removed, and had the express been travelling at a normal speed over this stretch of the line a serious disaster would undoubtedly have resulted.

Fortunately the driver of the train saw what had been done when he was approaching the spot. He applied his brakes full on immediately, and though he was not in time to prevent a mishap, the train had been sufficiently slowed down to prevent a calamity.

The locomotive and six following coaches were derailed and a few passengers suffered slight injuries.

Special significance is attached to the attempt of the Government of India to Simla, owing to the hot weather at Delhi, takes place round about this time.

EX-KING AMANULLAH.

LETTER PROMPTS INDIAN
ORDINANCE.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, April 6.
It seems that ex-King Amanullah of Afghanistan was the cause of the Viceroy's Ordinance, which was primarily intended to consolidate the friendly relations with Nadir Shah of Afghanistan.

King Amanullah sent a letter from Italy which was published by the Press on the North-West Frontier of the Punjab.

The letter drew a spirited reply from Nadir Shah's semi-official newspaper.

ATTEMPT ON THE
HIMALAYAS.BRITISH MOUNTAINEERS
HOPE TO REACH SUMMIT.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 6.
The leader of the British expedition which left London on Saturday to attempt to climb Kameg Peak, in the Himalayas, is Mr. E. S. Smythe, who was a member of the Kanchenjunga expedition.
This is the fifth attack on Kameg, which is over 25,000 feet high, but no climber has yet reached 2,000 feet of the summit.
The highest Himalayan Peak ascended completely up to now is Jonson, 24,000 feet high.
(Continued at foot of next column.)

SOVIET SPIES IN
ROUMANIA.MILITARY DOCUMENTS AT
SEVENTY POUNDS APIECE.

[THROUGH REUTER'S AGENCY.]

BUCHAREST, April 7.

That military secrets were sold to foreign military attaches during the autumn manoeuvres for £70 per document was asserted at the opening of a court-martial on 65 alleged Soviet spies who were arrested last October.

Numerous foreigners are among the prisoners.
The prosecution contends that they were organised under the direction of the Soviet Government.

NAVAL BRUSH WITH
PIRATES.ATTACK NEAR WENCHOW
REFUSED.

NANKING, April 1.—Messages received at the Ministry of the Navy report that a miniature battle was fought between the gunboat Chukuan and a gang of pirates near Wenchow, on the Chekiang coast yesterday.

The gunboat which had been standing by to protect the salvage work for a Norwegian steamer, which recently foundered near Wenchow, suddenly encountered at 3 o'clock in the afternoon a large band of more than 100 pirates riding in junks, who were approaching the derelict vessel for the purpose of plunder.

The naval men immediately brought their machine guns into action against the pirate boats, which returned the fire with their rifles. For several hours the encounter continued until the pirates were finally overwhelmed by the naval gunfire.

ANTI-RED DRIVE
COMMENCES.CAMPAIGN AGAINST KIANGSI
COMMUNISTS.

HANKOW, April 1.—A great mass offensive against Communist-bands in Kiangsi province, under orders from the central military headquarters, was launched at dawn to-day.

The first route army, under the command of General Wang Chin Yu, is leading the offensive while the 25th route army under General Sun Lien Chung is charged with the task of recovering all villages and towns now in the hands of the Communist-bands.

The newest offensive against the brigands, it is understood, is to be continued for ten days. It is expected to result in wholesale defeats for the bandits.

Meanwhile, Government forces are pursuing the brigands who are pursuing the brigands who are plundering Chinnichuan on Sunday. The 4,000 bandits who occupied the important Wuchang commercial centre are fleeing toward Yangsin-shih. They are believed to be holding eight wealthy Wuchang merchants as hostages.

NEW EXPERIMENTAL
MONOPLANES.TO BE USED IN RESEARCH
INSTEAD OF WIND-TUNNELS.

LONDON, Mar. 31.—Great Britain's Ministry of the Air has developed secret new experimental monoplane which will replace the use of wind tunnels for the purpose of determining scale effects, it was learned to-day.

The research aeroplanes which already are flying in aerodynamical laboratories measure approximately 45 feet from wing to wing tip. When fully loaded they weigh 2,870 pounds.

The new aeroplanes are capable of a top speed of 199 miles an hour and they have an approximate ceiling of 29,000 feet.

Constructed along especially clean lines the new planes ensure the smallest possible air flow around the wings. They are described as of the "parasol type." They are designed so that aerodynamical forces operating on the wings are measured in actual flight. The aircraft are lifted by a single pair of wings held above the fuselage on an arrangement of struts.

The initial and running costs of the research monoplanes are much less than the cost of a compressed air wind tunnel.

The new research monoplanes also possess the advantage of making it possible to secure data on a full sized aeroplane, which cannot be obtained as a result of tunnel tests.

Among the mountaineers familiar with Himalayan conditions, the chances of Smythe's party are considered to be good.

Smythe's companions are Captain Birnie, Dr. Green, R. L. Holdsworth and E. Supton, all of whom are under 35 years of age.

Sports News

HOME RACING NOTES AND NEWS.

PROGRESS OF LAST YEAR'S TWO YEAR OLDS.

TWO BLOODSTOCK OBITUARIES.

[FROM OUR HOME RACING CORRESPONDENT.]

Trainers have been considerably handicapped in their work for the Lincolnshire and early flat races by snow and frost. One of the most fortunate in this respect is Walter Griggs who has a splendid covered gallop, round which horses can be given all the work that is absolutely necessary when it is dangerous and impossible on Newmarket Heath. This accounts for the fact that Griggs generally has his horses more forward in condition than any of the Newmarket contingent.

It is always interesting to watch the progress of last season's two-year-olds particularly with a view to ascertaining as to how they have wintered, and to the effects good or otherwise of their first year's racing.

Heritage has grown into a nice colt, is doing steady work, and may leave his two-year-old form a long way behind.

Jacopo and Goyescas, previously mentioned in these columns are doing good work, especially the former who apparently is likely to do better in the Guineas than Goyescas who is a type needing a little more time. For this reason the latter possibly is more likely to be seen at his best in the Derby. Jacopo on the other hand should be ready in time for the first of the season's classics.

In Coldstream Lord Glanely has a chance of leading in a Derby winner, he has grown into a really fine colt, it is said that no three-year-old has made greater improvement.

Death of Tiffin.

One reads with great regret the death of Lord Ellsmere's Tiffin, the most famous winning mare for many years.

Lord Ellsmere gave 1100 guineas for this filly foal, who while she was always intelligent and good natured, she perfected a trick of occasionally dropping off her riders at exercise. This was destined to end her racing career, as one day dislodging the boy riding her, she ran among a flock of sheep on a road, slipped, and broke a bone in her knee.

She was only five years old, was never beaten, and as a two-year-old won in stakes £13,301, and was appraised by Mr. T. F. Dawkins, the official handicapper, as the best of her age.

A short time ago she foaled a daughter by Blandford, who was sire of the last two Derby winners, Trigo and Blenheim. She is said to have been insured for £15,000, and had Lord Ellsmere wished to offer Tiffin for sale, say at the next December sales, with her filly foal and if in foal to Fairway, Lord Derby's Classic Winner, probably she would have made as much as £20,000 even in these times of reduced bloodstock values.

Phalaris.

Phalaris, one of the most famous stud horses, has also died at the age of eighteen. Owned by Lord Derby, this horse's subscription list was filled without the slightest trouble year after year at a fee of 400 guineas.

Lord Derby can replace him with one of the best of his sons in Fairway, who has just started his stud list.

Phalaris headed the list of winning sires for the first time in 1925, when his greatest winner was Mangas, disturbing the theory that his stock would be distinguished for speed rather than stamina, and this theory received much more convincing refutation when Fairway won the St Leger and other races calling for good staying power.

In 1928 Phalaris was again the Champion Sire, and has never been far away from the leadership, last year he was fourth, the best of his winners being Fair Isle, Christopher Robin, Devonian, Plantago, Le Pharo, Sargasso, Acragas, Botany Bay, Caerleon, Rera, and Phalaris.

Few stallions have more consistently imparted elegance to their offspring, and the fine quality they usually show has made the yearlings of Phalaris keenly sought after in the sale ring.

Flat Racing Season.

It is estimated there are over 1,100 horses in training at Newmarket. Some of the stallions must be full to overflowing; others have vacancies which the trainers concerned would much like to fill. Large numbers of horses are preparing for the coming flat racing season, and especially are there big congregations at such well-known centres as Beekhampton, Manton, Whatcombe, Osbourne, Lambourn, Stockbridge, and Weyhill.

Yet we are asked to contemplate the strange fact that an unusual number of events are failing to find the number of entries stipulated for them. On the face of it the position is illogical. The last issue of "The Racing Calendar" indicated that three races at Kempton Park and two at Lingfield Park had been reopened for entries. All the five events may be said to have been familiar standing dishes. In the case of the Lingfield Handicap it has been a success ever since its inception.

Cause of the Shortage.

It may be well worth while, therefore, to inquire into what influences, if any, are causing the apparent apathy, especially as several racecourse managers have been concerned of late about some difficulty in finding entries. It has been noticed during the National Hunt season now drawing near its close. Entries for the important spring handicaps showed some shrinkage. Apparently the good health of racing at the moment is only just superficial.

It is not hard to arrive at reasons for a position which appears to be perplexing some of our racecourse authorities. Racing generally was bound, sooner or later, to react to the depressed financial and industrial conditions in the country. Owners who have to foot the heavy cost of keeping racing going are having economy forced on them whether they like it or not.

Limiting Liabilities.

Racecourse executives expect to maintain the same old policy, no matter how the conditions are changing and calling for retrenching and readjustments. If owners are entering less generously than in the past, it is because the application of more discrimination is being forced on them. They are being made to think twice before showering entries at random, unheeding of the time when the big accounts for entries and forfeits shall fall due. Trainers, who enter just as they may decide, and who never think of acting upon anything but their own initiative, are now, in not a few instances, finding it essential to limit their owners' liabilities.

The trouble is ages old, but it is more acute now because money is so scarce and does not go far. Our racing is enormously expensive for the people who foot the bills. The Lingfield Handicap was first advertised at a little white age as of the gross value of £1,500, the winner to take £1,275. The cost to send a horse to the post was £18. But in reopening the race the value was reduced to £1,000 (£750 net to the winner), the cost to run being fixed at £13. The reduction is not quite proportionate.

The Cost to Run.

The Club Welter at the same meeting is of the net value of £150, the cost to run £23. At Kempton Park for the Queen Elizabeth Plate the cost to run for a 23st net stake is £23; the same for the Richmond Plate; and £24 to run for a net stake of £300 attached to the Coventry Plate.

What has to be borne in mind is that the detail of cost to run, which appears to be on a minimum basis of 2 per cent., is merely a fraction of an owner's costs to run. They include transport from the

(Continued on next Column.)

LOCAL FOOTBALL.

THREE SENIOR MATCHES TO-DAY.

CHINESE IN ACTION.

The following matches in the Hong Kong Football League, which had to be postponed previously, are arranged to take place this afternoon:—

Division I.

S. W. Borderers v. Athletic, Soekunpo, 5 p.m. Referee: Q. M. S. Scott, R.E.

South China v. Ruerio, Caroline Hill, 5 p.m. Referee: Mr. J. W. Baldwin.

H.A. v. Police, Kowloon F.C. ground, Referee: Mr. T. G. Stokes.

Division II.

Argylls v. University, Chatham Road, 5 p.m. Referee: S. B. P. O. Holt.

South China beat Club de Recreo by three goals to one at Caroline Hill early in January, and the return match on the same ground will attract a large crowd. Club de Recreo beat the Borderers recently by an odd goal, but the way South China established their superiority over the soldiers in the Shield Final last Saturday will make them favourites for the points in the League match. Assuming they win this match, South China need only two more points in their remaining three matches to win the championship.

Chinese Athletic and the Borderers are meeting for the first time. A close game should result with probably a division of the points. The Police lost to the Artillery by one goal, but they will in all probability reverse this result.

On the Chatham Road ground, the Argylls Reserves will go all out after the points in their encounter with the University.

training quarters (sometimes a very serious item, even though the railways have lost such a deal of this traffic), stakeholders' fees, and of course, payment of the jockey's fee. In the event of success it is often the case that 10 per cent. off the stake is deducted each for the trainer and the jockey.

One does not wish to be too critical of the policy of racecourse executives, but it seems imperative they should recognise the strain of the times on those who are the show and show of racing. They may have been banking on endowments from Tote profits by this time. One fails to see a glimmer of hope in that direction.

But at least the Tote was the justification under the Act for racecourse executives charging bookmakers up to four and five times the normal rate of entrance to the various enclosures. They must have reaped in a lot of money during the last year or two, while, incidentally, Tote betting has increased attendances generally. These things naturally stimulate one in giving the broadest possible hint to executives to lighten in every possible way the very serious burdens of ownership. They would be unwise to let the warning of the unfilled races pass unheeded. They would be unwise to bank with any confidence on immediate aid from the Tote.

GREAT HAMPSHIRE HUNT.

Of 30 Miles in 54 Hours With a Mask to Finish.

Wonderful sport was shown by the H.H. from their Herriard Church fixture on Monday, the bitch pack hunting continuously, with hardly a check, for over 54 hours. Starting from Henwood they ran nicely through Fryingdown Copse, past Ellisfield to the Oak Hills, through Down Wood, and on to Bradley Wood.

Going away by Ashley Farm to College Wood they ran hard to Barton Copse and on to Wild Wood, this being a point of just on seven miles. Swinging back past Wild village they went through Gaston Wood and the Wilderness, past Lower Wild to Park Copse, and thence over Preston Downs to Preston Candover village. Running on through Southall Park and the garden of Preston Grange they bore left-handed to Lower Wild Spinney, where the best fox was viewed close at hand.

Unluckily hounds were hollowed on to a fresh fox, and they ran on by Bradley Wood, Down Wood, and High Wood to Farley Great Wood, and thence back by Parkfield and the Oak Hills to end a great day by catching their fox in High Wood. The furthest point made was nearly six miles, the total distance covered being over 30 miles, with the Master, the Hunt Staff, with one follower, lasting out to the end.

FANLING GOLF.

HOLIDAY COMPETITION RESULTS.

A. D. COPPIN WINS VISITORS' CUP.

The following are the results of contests played at Fanling over the Easter holidays:—

Junior Section Championship final (36 holes):—R. O. Wallace beat A. E. Clarke by 6 and 5.

Easter Meeting.

Shanghai Visitors' Cup:—A. D. Coppin 94+93=187—30=151 winner.

A. H. Ferguson 90+78=168—B=159 second.

Other scores:—

A. H. Musson 81+85=166—14=152

A. Leach 82+85=167—20=153

J. G. S. Dodwell 76+83=159—10=154

G. B. Lane 84+82=166—12=154

A. D. Hamphreys 85+83=168—18=155

A. Piercy 92+91=183—23=155

H. Hampton 93+90=183—23=155

D. A. Baker 90+94=184—34=158

J. R. Hinton 96+96=192—30=154

J. P. Sherry 99+91=190—34=156

D. Forbes 85+90=175—18=157

F. Groves 85+84=169—12=157

L. C. Grover 92+83=175—23=157

J. W. Shewan 75+83=158scr.=158

P. Morrison 92+90=181—32=159

D. G. Bruce 89+83=172—18=159

S. J. H. Fox 94+83=177—18=159

N. K. Littlejohn 99+88=187—23=159

There were 73 entries.

A. H. Ferguson wins second prize owing to having the best nett score over the second 18 holes.

Dodwell, Andrews and Musson in the morning and Fox, Sherry and Littlejohn in the afternoon returned nett scores of 74. The first named in each case wins the prize owing to his having the best score over the last nine holes.

Bogey Pool.

C. H. Burton (17) and D. Forbes (9), 2 up; tie and divide first two prizes.

D. S. Robb (10), 1 up, third prize. (This was decided by lot).

Other scores:—

La-Comdr. E. W. B. Sim (9), L.

B. Andrews (4), A. H. Ferguson (3), 1 up.

L. G. S. Dodwell (5), A. T. Lay (6), K. S. Robertson (6), C. G.

Sandstrom (10), all square.

There were 172 entries.

Medal Round.

C. E. Sandstrom 89—10=73 wins.

Other scores:—

A. T. Lay 83—6=75

J. M. Walker 83—7=79

D. Forbes 85—0=76

L. G. S. Dodwell 82—5=77

J. S. MacLaren 85—8=77

There were 32 entries.

Mixed Medal Competition.

Mrs. Dodwell and L. G. S. Dodwell, win 88—14=74

Other scores:—

Mrs. Grimble and E. Grimble 95—20=75

Miss Coppin and G. A. L. Plummer 105—27=78

There were 15 entries.

POLO NOTES.

PROSPECTS FOR THE SEASON.

Now that the hunting season is over, polo is once more coming into its own. Among the old hands at the game are Major Hawson, Capt. Mould, Mr. Gordon, Mr. Bonfield, and Capt. Stewart. Mr. Stanton is, unfortunately, unable to play as yet, owing to his damaged leg, but will no doubt make his appearance shortly.

Amongst the new-comers we are glad to see several of the South Wales Borderers, including Lieut. Colonel Gordon-Austin and Capt. Fowkes. We hope to hear great tales from them later on, as they have several ponies of great promise in their stables.

On form the Argylls seem to be the best proposition as far as tournaments are concerned, and on last year's form they should put up a good side, unless they are handicapped by some of their members being home on leave.

Several of the Mounted Infantry also play, and should they enter a side for the tournaments later on, there is no knowing what the result may be.

Everything points to a good season ahead, and with the possibility of visiting teams coming down from Shanghai, some keen games should take place.

H.K.C.C. TENNIS TOURNAMENT.

GOLDMAN WITHDRAWS.

NO PLAY YESTERDAY.

L. Goldman, who reached the 4th round in the current Open Singles Championship of the Colony, has withdrawn from this event. In consequence, H. N. Chau receives a walk-over, passing into the 5th round to meet C. A. L. Rumjahn to-day, the winner of which match will qualify to meet S. A. Rumjahn in the semi-final.

Only five competitors now remain in the struggle for the Singles Title, and their positions for the semi-final places are as follows:—

(1) C. A. L. Rumjahn v. H. N. Chau.

(2) S. A. Rumjahn.

(3) E. C. Fincher.

(4) M. W. Lo.

TODAY'S MATCHES.

Weather conditions did not permit of any play yesterday; the programme for to-day is:—

Open Singles.

C. A. L. Rumjahn v. H. N. Chau.

Open Doubles.

P. Kong and W. T. Lee v. H. Lo and Lu Tak Cheuk.

Handicap Singles "B."

Womack (own 1/6) v. Clarabutt (rec. 1/6).

Handicap Doubles.

Wade and Rigg (rec. 1/6) v. Petrie and Lewis (scr.).

Buttress and Woodman (rec. 5/6) v. Humphreys and Wild (own 3/6).

Hodger and Rodger (own 1/6) v. Henderson and Bishop (rel. 1/6).

Stock and Humphreys (rec. 5/6) v. Nash and Hill (own 2/6).

Owen Hughes and More (own 1/6) v. Low and Dowley (rec. 5/6).

HOCKEY.

CLUB TEAM FOR TO-DAY.

The following will represent the Club v. South Wales Borderers to-day, at 5.15 p.m., on the Club ground:—

Gregory, A. Botelho, J. E. Henry, J. Noronha, A. Dand, W. Reed, T. J. Price, G. E. R. Divett, G. Skipp, C. Francis, G. P. Lammert.

U.S.R.C. TENNIS.

ENJOYABLE TOURNAMENT ON SUNDAY.

An all day tennis tournament, held on Easter Sunday at the U.S.R.C., took the form of an American tournament, mixed doubles, and was played with the automatic handicapping system. It was a game up, they owed 15 the next game; in two games they owed 30, and in three games they owed 30 and gave 15. That was the limit of the handicapping, but it proved to be very difficult to win a game owing to the limit. There were 16 couples, divided into two sections, so everyone had to play seven sets of nine games.

The winners of "A" section were Mr. and Mrs. Grimble, and "B" section Lt. Col. Robinson and Mrs. Tottenham. There was a very exciting final between these two. At one time Lt. Col. Robinson and Mrs. Tottenham were leading 3-2,

but the Grimbles caught up and finally won in one non-handicapped set, 6-3.

The day began beautifully with brilliant sunshine and a light breeze. Players brought two changes and expected to need cold showers and iced water. At lunch-time they began to think that it was not all quite necessary, and after lunch the sun disappeared behind clouds and the breeze strengthened to a strong, cold wind. However, the sets were warm, and playing hard kept them warm. By half past four all were ready for a good tea, and after that there were only the finals to be played.

Four silver cups were presented to the winners and the runners-up, and Mrs. Fowkes was the lucky winner of the dollar sweepstake.

Half an hour later, after one or two "short ones," everyone was ready to vote the day a tremendous success, and the weather was forgotten, and a chilly drizzle on the way home made them the easier to please at dinner time.

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NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **MONDAY, the 13th DAY of APRIL, 1931, at 3 P.M.**, at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Waterloo Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	No. 3454	Kowloon Island Lot No. 3454	As per plan	About 42,800	492	\$2,170

[581]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **MONDAY, the 13th DAY of APRIL, 1931, at 3 P.M.**, at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Mong Kok Tsi, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
2	No. 3455	Kowloon Island Lot No. 3455	As per plan	About 5,100	94	\$2,773

[582]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **MONDAY, the 13th DAY of APRIL, 1931, at 3 P.M.**, at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at May Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
3	No. 3160	May Road	As per plan	About 2,300	18	\$2,300

[583]

MAINTAINING APPEARANCES

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MOVIELAND FEATURES FOR THE WEEK

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At 2.30, 5.15, 7.15 & 9.20.

GLORIA SWANSON

100% ALL TALKING SINGING

WHAT A WIDOW

STAR

TO-DAY TO SATURDAY
At 2.30, 5.20, 7.20 & 9.20.

RONALD COLMAN

Raffles



MILLIONAIRE SHOT DEAD.

PRETTY WIFE GIVES HERSELF UP.

Nice.—Mr. Fred G. Nixon-Nirdlinger, the American millionaire theatre proprietor, was shot dead last month in his apartment on the Promenade des Anglais here.

His young and beautiful wife, formerly Miss Charlotte Nash, the New York actress, drove to the police headquarters after the drama, and she said she had killed her husband when, in a fit of jealous rage, he had tried to strangle her.

Mrs. Nixon-Nirdlinger has been detained pending investigations. In her statement she said that she shot her husband in self-defence, and she showed bruises on her face and neck to bear out her story.

Bedroom Quarrel.

Her two children, aged three years and 18 months, respectively, were asleep in the next room when the shooting occurred.

Mrs. Nixon-Nirdlinger declared that her husband was violently jealous. They dined out together and on their return there was a quarrel.

While she was reading an Italian newspaper her husband said, "Why are you learning Italian? Have you an Italian lover?"

She did not answer but went to her own room and got into bed. Mr. Nixon-Nirdlinger entered the room, renewed his charges and finally tried to strangle her. Then she drew her revolver.

Before becoming one of Broadway's prettiest stars, Charlotte Nash won the title of "Miss St. Louis" in a beauty competition. Aged 20, Mrs. Nixon-Nirdlinger was 28 years her husband's junior.

The theatre magnate is understood to have been married four times, two marriages ending in divorce. He had several children by his other marriages.

HOME FOOTBALL.

TREBBLE WIN FOR BOLTON WANDERERS.

EASTER MONDAY RESULTS.

[THROUGH REUTER'S AGENCY.]

LONDON, April 6.

The only First Division team to win two matches in succession during the week-end, Bolton Wanderers, carried their success further on the third day of the holiday matches by taking the points from West Ham United. Queen's Park Rangers from the Third Division also secured a double win.

Portsmouth again shared the points with the Arsenal. Bristol City avenged their defeat at the hands of Everton by taking the points in the return match. Lincoln City were unsuccessful in their third effort, and Tranmere, with a victory on home ground, are offering a strong challenge for the leading position, which carries with it promotion to the Second Division.

The following are the full results of the matches:—

Division I.	
Arsenal	1 Portsmouth
Birmingham	1 Sunderland
Bolton	4 West Ham
Chelsea	1 Leicester
Derby	3 Blackpool
Manchester U.	4 Liverpool
Sheffield U.	1 Leeds

Division II.	
Barnsley	2 Bury
Bradford	1 Wolves
Cardiff	0 Tottenham
Charlton	1 Plymouth
Everton	1 Bristol C.
Notts. Forest	1 Preston N.E.
Oldham	3 Bury
Southampton	3 Millwall
Stoke	2 Reading
Swansea	1 Bradford C.
West Brom.	1 Port Vale

Division III. (Southern).	
Bournemouth	2 Fulham
Bristol R.	3 Torquay
Clapton O.	2 Queen's P.R.
Exeter	3 Gillingham
Luton	4 Northampton
Newport	2 Brighton
Norwich	0 Thames
Southend	0 Brentford
Swindon	4 Crystal P.
Walsall	2 Notts. C.

Division III. (Northern).	
Chesterfield	4 Rochdale
Crawley	0 Southport
Darlington	4 Hartlepool
Hull	3 Lincoln
Leeds	3 New Brighton
Rotherham	1 Carlisle
Stockport	2 Doncaster
Tranmere	2 Gateshead
Wigan	3 Nelson
Wrexham	1 Barrow
York	3 Accrington

Scottish League.	
Rangers	5 Ayr
East Fife	3 Airdrie
Celtic	2 Clyde

Army Cup Final.	
In the Army Cup Final at Alder-	
shot, the Sherwood Foresters (hold-	
ers of the trophy) beat the Fourth	
Division Signals by two goals to	
one.	

FRANCE BEATS ENGLAND.

RUGGER THRILLS IN PARIS.

[REUTER'S AMERICAN SERVICE.]

Paris, April 6.

In the Rugby International match played at Paris to-day France gained a well-deserved victory over England. England were on top in the first-half their sure handling and straight running often placing the French defence in difficulties.

In the second half however France were a different side, their backs playing a brilliant game, for eight minutes, when England scored a try for Black to convert. Bailett dropped a goal for France just prior to the interval. At half-time England were leading by 5-4. Gallie scored an unconverted try, but as the result of a brilliant three-quarter movement Aarvold regained the lead for England, with an unconverted try in the corner. A minute later Clady replied for France with an unconverted try.

Ten minutes from time Smeddie scored a try, for Black to convert, then amidst tremendous excitement Bailett dropped a goal for France.

Result.—France 14 points (two tries and two dropped goals), England 13 points (two goals and one try).

The match was played in perfect weather, and there was a crowd of 25,000 present.

RAUB AUSTRALIAN GOLD MINING CO., LTD.

REPORT FOR THE FOUR WEEKS ENDED FEB. 28.

Development.—The total amount of development work completed for the period, amounts to 434 ft., as follows:—

Sinking	112 ft.
Driving	226 ft.
Crosscutting	296 ft.
Total	434 ft.

The tonnage mined and crushed for the term, totals 2,476 tons, and the recovery of 14 1/2 dwts. of fine gold per ton. The general clean up for the end of the working year, of the battery and plant, has slightly increased the general average. The result is highly satisfactory.

In development work, both widths and values have been maintained satisfactorily.

The Cyanide Plant treated 550 tons of low grade concentrates, for a satisfactory profit.

BUKIT KOMAN AREA.—The tonnage mined and treated from this area, is a total of 999 tons, and development work 256 ft.

340 ft. Level.—South Drive advanced and winze sunk 16 ft. to connect with stope at 440 ft. level.

440 ft. Level.—South drive extended 15 ft. and winze sunk 11 ft., to connect with stope at 540 ft. level. All work in ore, and value 27 dwts. per ton.

540 ft. Level.—Crosscut west for filling advanced 4 1/2 ft. Stopping ore 7 ft. wide, value 29 dwts.

640 ft. Level.—South drive extended 3 ft. Ore getting narrow but payable.

740 ft. Level.—Driving and rising 9 ft., on ore 6 ft., wide of value 9 1/2 dwts.

840 ft. Level.—Crosscut west for 5 ft. cut formation 2 ft. wide value 19 dwts.

940 ft. Level.—North drive advanced 7 ft., ore 3 ft., wide value 14 dwts.

North Shaft.—44 ft. driving, ore 2 ft. wide, value 9 1/2 dwts.

Shallow Workings.—Development completed 122 ft. Average value 5 dwts.

ANDERSON AND LILBURN AREA.—Tonnage mined and crushed 670 tons and development completed 45 feet.

360 ft. Level.—Lilburne S. Driven 24 ft., ore 4 ft. wide, value 11 dwts.

Intermediate North drive advanced 4 ft. 2 1/2 ft. North of shaft. Winze sunk 6 ft. Ore stoped 6 ft. wide, value 13 dwts.

Stope Shaft East.—Sunk 5 ft., ore 5 ft. wide, value 6 1/2 dwts.

THE KAILAN MINING ADMINISTRATION.

A CORRECTION.

The local agents of the Kailan Mining Administration, Messrs. Dodwell & Co., ask us to correct a statement appearing in our issue of the 25th March to the effect that, as the Kailan Administration had refused to accept the revised freight tariff offered by the Peiping-Mukden Railway Company, the Administration were compelled to suspend transportation to their various distributing centres pending a settlement with the Railway Department at Nanking. The Kailan Mining Administration states that "although disagreement does exist between the Administration and the Railway on other matters, there has been no discussion concerning freight rates, nor has any reference been made to the Railway at Nanking. The shortage of Kailan coal in all markets is solely due to the failure of the Railway Company to provide sufficient locomotives for the Administration's traffic."

ALL'S WELL IN CRICKET.

THE ASHES AND BEER.

Mr. A. E. R. Gilligan, speaking at a sports meeting at Chelmsford said that cricket in England has never been on a higher plane than it is to-day. If the Selection Committee can pick a side that will win back the Ashes the Golden Gates are in sight. But if they pick a losing side the very jaws of Hades await them.

Alluding to Lady Astor's statement that the English team lost the Ashes because the Australians were testoblers, Mr. Gilligan remarked: "That is all nonsense and swaddle. If a man likes to be a 't.t.' let him be so, but if he prefers to have a glass of beer and play cricket, what has that got to do with Lady Astor?"

Mr. Gilligan added there was one golden rule of cricket—never squabble with the umpire. Take his decision and don't argue.

JUST PUBLISHED.

1931

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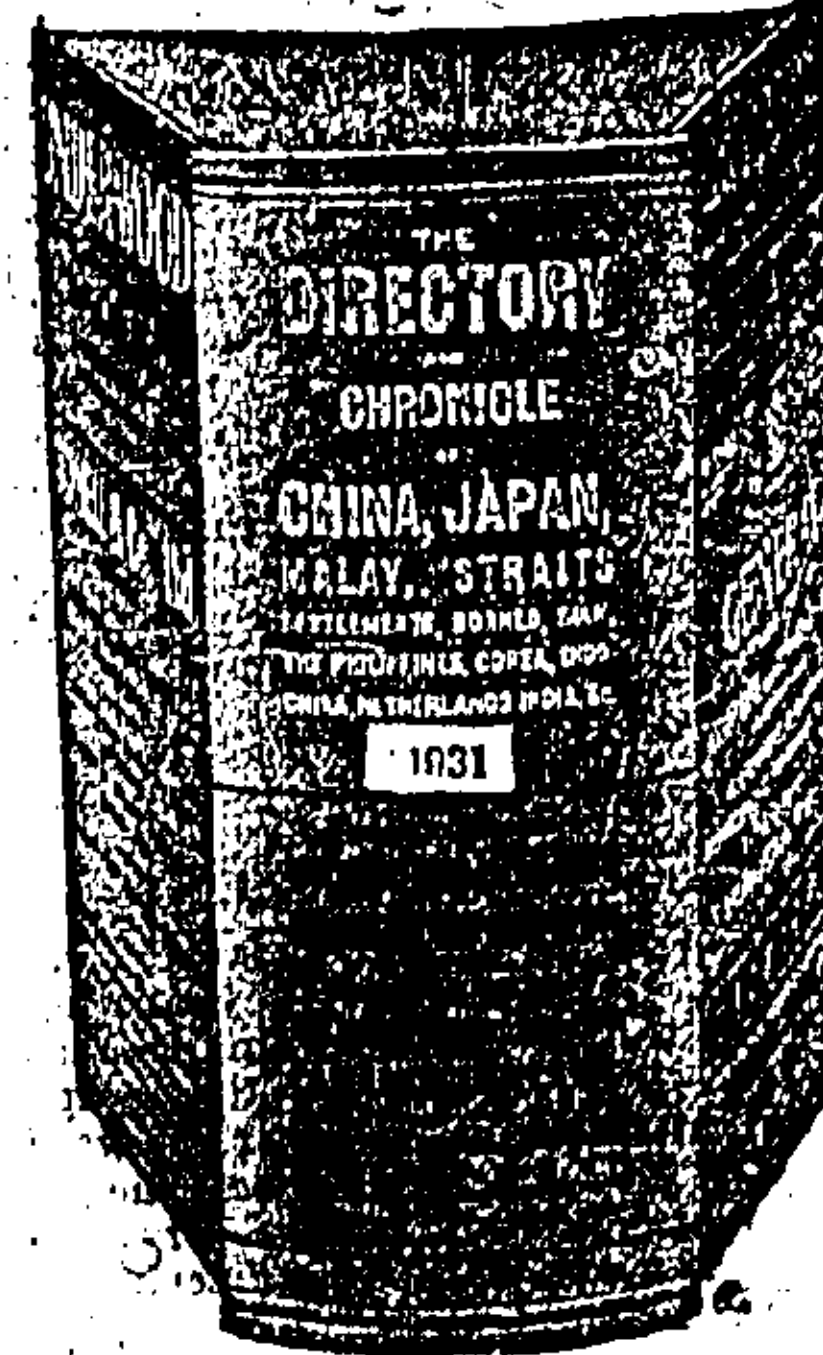
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£300,000 WILL SUIT.

LADY ROSAMOND'S EVIDENCE.

Sir John Simon, K.C., on March 12, concluded his speech on behalf of Lady Rosamond Christie in the Devon will case, and Lady Rosamond, who has been in court throughout the hearing, then gave evidence.

The action concerns the Tapeley Park estate, North Devon, valued at £300,000, the property of the late Mr. A. L. Christie. The case is being heard by Lord Merrivale, President of the Probate Court.

The question at issue is whether Mr. Christie was sane in 1925 when he executed a will which is being supported by Colonel Gerald Biddon Oerton, a Barnstaple solicitor, in his position as executor. Mr. Otho Nicholson, M.P., the residuary legatee under the will, is cited at a party to the suit. An earlier will of 1901 was in favour of Lady Rosamond Christie, the widow.

Leading counsel engaged in the case are: For the plaintiff (Lady Rosamond Christie), Sir John Simon, K.C., Mr. Stuart Bevan, K.C., for the defendant (Colonel Oerton), Sir Patrick Hastings, K.C.; for the party cited, Mr. T. Bucknill.

Sir John Simon, in concluding his speech for Lady Rosamond, said that she had undertaken a wifely duty in removing her husband from the nursing home at Bristol, and had discharged it disinterestedly and faithfully. She was a woman who had dedicated her life to looking after her husband, and she had done it as well as she could.

Mr. Christie and His Son.

Lady Rosamond Alicia Christie, who is in her 70th year, then gave evidence.

Mr. Stuart Bevan, K.C., asked: What was your husband's attitude towards you?

Lady Rosamond—He was very happy with my son when I had nothing to do with him, but I might not show affection for the boy or bath him, or my husband would be upset.

Lady Rosamond added that before she returned to her husband after his return from Egypt her father-in-law settled £800 a year on her, as he felt that some provision should be made for her in case she had to leave her husband. Her total income at the present time was between £300 and £400 a year.

"At one time," continued Lady Rosamond, "when we were living near Windsor, my husband told me that he had made a will leaving everything to me. I told him that I would rather he left it to Jack (his son), and he looked upset, and as I thought it would possibly make him disagreeable I said no more about it."

The will of May 6, 1901, was handed to Lady Rosamond, who identified the signature of her husband.

Referring to Mr. Christie's habits, Lady Rosamond said that she had never seen him the worse for drink, although he drank great quantities of anything—more than was good for him. In later years he drank nothing but barley water. He used to say that he would not be a long-lived man.

Future Heir of Tapeley. When, at the outbreak of war, Mr. Christie discussed with her the future of Tapeley, continued Lady Rosamond, he said he would leave it entirely in her hands to choose the best heir for Tapeley if their son was killed.

Mr. Bevan—Did he mention the Nicholson?—No, I told him that if our son never came back from the war, or Edward Le Marchant was killed, I thought that Humphrey Nicholson might be a suitable heir. He left it entirely in my hands, because I promised to find the best heir who would value and care for the place as he had done. My son came back, but Edward Le Marchant was killed.

Describing Mr. Christie's last stroke in 1924, Lady Rosamond said: "I saw him at the far end of the corridor moving about with his hands on the wall, as if he were blind. I went near him, and when he turned round he did not know me. I thought his mind had completely gone. He was in a terrible state, trying to pull the pictures off the wall and kicking people. He approached marble pedestals as if to pull them down. He tore the door of the cupboard in his bedroom of its hinges. He roamed about for days, and we could not get him to take food."

Mr. Bevan—Were you anxious that he should be taken away to a home, or were you reluctant that he should go?—Of course I did not want him to go, but I could not take responsibility for him starving himself to death or getting into such a state that he could never get better.

Would it be right to suggest that you designed that he should go to a mental home?—If you mean with malicious intent, of course I could not have done so.

(Continued at foot of next column.)

BRITISH NAVAL ATTITUDE.

CHANGE OF VIEW TOWARDS BATTLESHIPS.

LIMITED TONNAGE POSSIBLE.

London, April 1.—Vitaly important changes in Great Britain's attitude toward the use of first line battleships were forecast here today by Mr. Hector C. Bywater, the naval correspondent of the London Daily Telegraph.

In an article published under his signature in his newspaper, Mr. Bywater declares that an exhaustive survey which he has conducted reveals that capital ships are still indispensable to Great Britain.

However, the existing types of capital ships are large and costly and Great Britain, according to the predictions made by the Daily Telegraph's correspondent, at the next disarmament conference will advocate capital ships limited to 20,000 tons carrying a maximum armament of guns with a calibre of 12 inches.

"Great Britain will advocate the smaller battleships as a substitute provided for by the Washington Treaty of 1921-1922. The Washington Treaty permits first line battleships of 35,000 tons armed with 16 inch guns."

America in Opposition.

It is expected that the United States will oppose maximum class battleships of the type described by Mr. Bywater on the grounds that she has so few naval bases as to make larger battleships necessary. America considers her battleships as her first line of defense. At the London Naval Limitation Conference of 1930 Colonel Henry L. Stimson, the Secretary of State, contended that Great Britain, with many naval bases, can adequately utilize smaller ships. But, he said, the United States with fewer naval bases must have larger battleships, capable of long cruises at great distances from their bases.

There is indication that before the world disarmament conference convenes at Geneva in 1932 efforts will be made to reconcile the conflicting British and American attitudes.

JAPAN AND OLYMPIC GAMES.

¥250,000 TO PAY EXPENSES OF ATHLETES.

Tokyo, April 2.—An appropriation of ¥250,000 to finance Japan's participation in the 1932 World Olympic Games at Los Angeles was approved to-day at a meeting of the Japan Physical Education Association. The gathering also passed a resolution instructing its representatives to strive to bring the 1940 World Olympic Games to Tokyo.

Japan will send 180 athletes to the Los Angeles Olympiad. Baron Yoshio Sakatani is being urged to take charge of arrangements.

"A Monstrous Accusation."

"It is suggested," said Mr. Bevan, "that the reason you contended to Mr. Christie going to the home (at Bristol) and being brought back in a short time was that it would be of assistance hereafter if you could put it forward that as a fact he had been certified as of unsound mind."

"It is a monstrous accusation," replied Lady Rosamond. "I don't think that any such horrible thoughts entered my head. This poor man has been dependent upon me for years. Really I am not so bad as all that."

Lady Rosamond also said that she gave orders to the staff to treat Mr. Christie with the greatest respect, and not let him know that he was not in control.

Giving instances of her husband's violence, Lady Rosamond said that he once threw a bunch of keys at her, and on another occasion threw his heavy stick at her, striking her across the shoulders and back. "I remember one occasion when he struck me with his fist. It was before he was certified. I was nervous for a time, and wondered whether there would be any consequences," added Lady Rosamond.

On another occasion, said Lady Rosamond, her husband called her into his room. He was in a horrible temper, and caught hold of her. "I thought," she declared, "he was going to snap my back in half. I screamed with fright and the dog barked. That brought the poor fellow back to his self-control, and he let go of me, saying 'No harm, no harm.'"

ADVERTISED SAILINGS FROM HONG KONG

ALEXANDRIA.

Pres. Adams, Dollar, April 10.
Pres. Harrison, Dollar, May 3.

AMOEY.

Taiyuan, B. & S., April 9.
Haining, Douglas, April 10.
Tijbadak, J.C.J.L., April 11.
Anshan, B. & S., April 12.
Takada, B.I., April 12.
Haining, Douglas, April 14.
Teinan, B. & S., April 15.
Tijbadak, J.C.J.L., April 16.
Kumgang, Jardine's, April 17.
Sirdhana, B.I., April 24.
Suisang, Jardine's, April 25.
Tjisaroca, J.C.J.L., April 25.
Hosang, Jardine's, May 6.
Talawa, B.I., May 8.

ANTWERP.

Karmala, P. & O., April 11.
Selandia, Manners, April 17.
Hakozaki Maru, N.Y.K., April 18.
Soudan, P. & O., May 2.
Terukuni Maru, N.Y.K., May 2.
Danmark, Manners, May 5.
Kalyan, P. & O., May 9.

AUSTRALIAN PORTS.

Changte, B. & S., April 21.
Kamo Maru, N.Y.K., April 25.
Nellore, E. & A., May 1.

BALIIC PORTS.

Selandia, Manners, April 17.
Danmark, Manners, May 5.

BALTIMORE.

Tweedbank, Bank, May 4.

BANGKOK.

Kweiyang, B. & S., April 9.
Kwangchow, B. & S., April 12.
Kiangsu, B. & S., April 13.

BARCELONA.

Burgenland, Jelsen, April 25.
Fulda, Melchers, May 2.

BELOWAN-DELL.

Cremor, J.C.J.L., April 9.

BOMBAY.

Mirzapore, P. & O., April 9.
Tango Maru, N.Y.K., April 11.
Hilda, Dodwell's, April 12.
Pilsna, Dodwell's, April 19.
Tottori Maru, N.Y.K., April 27.
Kidderpore, P. & O., May 5.
Col. di Lana, Dodwell's, May 10.

BREMEN.

Karmala, P. & O., April 11.
Franken, Melchers, April 25.
Fulda, Melchers, May 2.

BRINDISI.

Hilda, Dodwell's, April 12.
Pilsna, Dodwell's, April 19.
Col. di Lana, Dodwell's, May 10.

CALCUTTA.

Kutang, Jardine's, April 8.
Malacca Maru, N.Y.K., April 9.
Muroran Maru, N.Y.K., April 15.
Talma, B.I., April 18.
Yuenang, Jardine's, April 20.
Takada, B.I., May 3.
Kumgang, Jardine's, May 8.

CASABLANCA.

Persous, B.F., April 23.
Kalyan, P. & O., May 9.

CHEFOO.

Hanyang, B. & S., April 9.
Kueichow, B. & S., April 21.
Huichow, B. & S., May 1.

CHONGMO.

Carnarvonshire Jardine's, April 8.
Mirzapore, P. & O., April 9.
Karmala, P. & O., April 11.
Tango Maru, N.Y.K., April 11.
Hilda, Dodwell's, April 12.
Angers, M.M., April 14.
Hector, B.F., April 15.
Hakozaki Maru, N.Y.K., April 18.
Pilsna, Dodwell's, April 19.
Pres. Adams, Dollar, April 19.
Anchises, B.F., April 21.
Glenuco, Jardine's, April 25.
Rajputana, P. & O., April 25.
Tottori Maru, N.Y.K., April 27.
Felix Roussel, M.M., April 28.
Terukuni Maru, N.Y.K., May 2.
Pres. Harrison, Dollar, May 3.
Kidderpore, P. & O., May 5.
Col. di Lana, Dodwell's, May 10.
Aeneas, B.F., May 12.
General Metzinger, M.M., May 12.

COPENHAGEN.

Selandia, Manners, April 17.
Danmark, Manners, May 5.

DALNY.

Aeneas, B.F., April 9.
Lisbon Maru, N.Y.K., April 13.
Sarpedon, B.F., May 1.

DUTCH PORTS.

Carnarvonshire Jardine's, April 8.
Formosa, Gilman's, April 10.
Karmala, P. & O., April 11.
Hilda, Dodwell's, April 12.
Hector, B.F., April 15.
Hakozaki Maru, N.Y.K., April 18.
Pilsna, Dodwell's, April 19.
Anchises, B.F., April 21.
Glenuco, Jardine's, April 25.
Rajputana, P. & O., April 25.
Tottori Maru, N.Y.K., April 27.
Felix Roussel, M.M., April 28.
Terukuni Maru, N.Y.K., May 2.
Pres. Harrison, Dollar, May 3.
Kidderpore, P. & O., May 5.
Col. di Lana, Dodwell's, May 10.
Aeneas, B.F., May 12.
General Metzinger, M.M., May 12.

FOOCHOW.

Haining, Douglas, April 10.
Hanyang, Douglas, April 14.
Cheongshing, Jardine's, April 15.
Chipshing, Jardine's, April 24.
Huichow, B. & S., May 1.

GENOA.

Formosa, Gilman's, April 10.
Oldenburg, Jelsen, April 11.
Hilda, Dodwell's, April 12.
Lima Maru, N.Y.K., April 13.
Pilsna, Dodwell's, April 19.
Pres. Adams, Dollar, April 19.
Teiresias, B.F., April 20.
Burgenland, Jelsen, April 25.
Fulda, Melchers, May 2.
Pres. Harrison, Dollar, May 3.
Vogtland, Jelsen, May 9.
Col. di Lana, Dodwell's, May 10.
Nanking, Gilman's, May 12.

GLASGOW.

Hector, B.F., April 15.
Teiresias, B.F., April 20.
Aeneas, B.F., May 12.

GOTHENBURG.

Formosa, Gilman's, April 10.
Nanking, Gilman's, May 12.

HAIPHONG AND HOIHOW.

Kweiyang, B. & S., April 9.
Kingyuan, B. & S., April 10.
Kiangsu, B. & S., April 13.
Kwangchow, B. & S., April 24.

HAMBURG.

Carnarvonshire Jardine's, April 8.
Formosa, Gilman's, April 10.
Oldenburg, Jelsen, April 11.
City of Khios, Bank, April 10.
Selandia, Manners, April 17.
Anchises, B.F., April 21.
Burgenland, Jelsen, April 25.
Franken, Melchers, April 25.
Glenuco, Jardine's, April 25.
Persous, B.F., April 28.
Fulda, Melchers, May 2.
Soudan, P. & O., May 2.
Danmark, Manners, May 5.
Vogtland, Jelsen, May 9.
Aeneas, B.F., May 12.
Nanking, Gilman's, May 12.

HAVRE.

City of Khios, Bank, April 10.
Teiresias, B.F., April 20.
Soudan, P. & O., May 2.

HONGKONG.

Kweiyang, B. & S., April 9.

HONOLULU.

Shinyo Maru, N.Y.K., April 14.
Bokuyo Maru, N.Y.K., April 22.
Chichibu Maru, N.Y.K., April 29.

JAPAN PORTS.

Phomius, B.F., April 8.
Ixion, B.F., April 9.
Emp. of Asia, C.P.S., April 10.
Kalyan, P. & O., April 10.
Alster, Melchers, April 12.
Takada, B.I., April 12.
Agammon, B.F., April 13.
General Metzinger, M.M., April 13.
Ionie Star, B.F., April 14.
Shinyo Maru, N.Y.K., April 14.
Hikawa Maru, N.Y.K., April 15.
Kilano Maru, N.Y.K., April 15.
Vogtland, Jelsen, April 15.
Burden, B. & S., April 17.
Kumgang, Jardine's, April 17.
Trave, Melchers, April 17.
Tai Ping Yang, Dodwell's, April 18.

KARACHI.

Elpenor, B.F., April 19.
Memnor, B.F., April 20.
Heian Maru, N.Y.K., April 21.
Bokuyo Maru, N.Y.K., April 22.
Comorin, P. & O., April 24.
Sirdhana, B.I., April 24.
Emp. of Canada, C.P.S., April 25.
Suisang, Jardine's, April 25.
Duisburg, Jelsen, April 26.
Achilles, B.F., April 27.
Sohinx, M.M., April 27.
Chichibu Maru, N.Y.K., April 29.
Sumatra, Gilman's, May 2.
Cracovia, Dodwell's, May 5.
Hosang, Jardine's, May 6.
Emp. of Russia, C.P.S., May 8.
Glenuco, Jardine's, May 8.
Kashmir, P. & O., May 8.
Tanda, E. & A., May 8.
Talawa, B.I., May 8.
Havelland, Jelsen, May 9.
Porthos, M.M., May 11.

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Tijnegara, J.C.J.L., April 14.
T

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG, HONGKONG & HONGKONG	"KWEIYANG"	On 8th Apr.	Noon
SWATOW, SHANGHAI & TIENTSIN	"HANYANG"	On 9th Apr.	5 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 9th Apr.	5 p.m.
SWATOW & SHANGHAI	"KUNGHOW"	On 10th Apr.	Noon
HONGKONG, PAKHOI & HAIPHONG	"KINGYUAN"	On 10th Apr.	Noon
NEWCHOW	"OHUSAN"	On 10th Apr.	5 p.m.
AMOI, SWATOW & SINGAPORE	"ANSUN"	On 12th Apr.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 12th Apr.	9 a.m.
SWATOW & BANGKOK	"KWANGHOU"	On 12th Apr.	Noon
HONGKONG & BANGKOK	"KIANGSU"	On 12th Apr.	2 p.m.
SANTO, SHANGHAI, NEWCHOW & DALNY	"LINAN"	On 13th Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 14th Apr.	9 a.m.
AMOI & SHANGHAI	"TSINAN"	On 15th Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 15th Apr.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	"KUEICHOW"	On 21st Apr.	8 a.m.
HONGKONG, PAKHOI & HAIPHONG	"KUNGHOW"	On 24th Apr.	Noon
SWATOW, FOCHOW, WEIHAIWEI, CHIAO & TIENTSIN	"HUOHOW"	On 1st May.	8 a.m.

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LONDON (via Australia) from £150-15-0.

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manilla	Due Sydney
CHANGTE	14th Apr.	21st Apr.	10th May	7th June
TAIPING	15th Apr.	22nd Apr.	11th May	8th June
CHANGTE	16th Apr.	23rd Apr.	12th May	9th June
TAIPING	17th Apr.	24th Apr.	13th May	10th June

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The M.S. "SELANDIA"

on or about 17th APRIL

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Other Sailings:	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Selandia"	17th April	17th May
M.S. "Danmark"	28th April	28th May
M.S. "Java"	28th May	28th June
M.S. "Asia"	28th May	28th June

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SIAMESE PRINCE ... May 19th

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FACTS AND FIGURES

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"HONGKONG WEEKLY PRESS,"

11, ICE HOUSE STREET.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Time	APRIL 6, 1931.										APRIL 7, 1931.									
		Barometer at Sea Level	Thermometer	Wind	Direction	Force	Clouds	Humidity	State of Sky	Direction	Force	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Clouds	Humidity	State of Sky	Direction	Force
Wladivostok	12	29.27	74.5	SSW	4	...	...	...	...	...	...	29.27	74.5	WSW	4	...	...	...	...	...	...
Nemuro	11	29.27	74.5	SSW	4	...	...	...	...	...	...	29.27	74.5	WSW	4	...	...	...	...	...	...
Hakodate	11	29.27	74.5	SSW	4	...	...	...	...	...	...	29.27	74.5	WSW	4	...	...	...	...	...	...
Tokio	11	29.27	74.5	SSW	4	...	...	...	...	...	...	29.27	74.5	WSW	4	...	...	...	...	...	...
Kobe	11	29.27	74.5	SSW	4	...	...	...	...	...	...	29.27	74.5	WSW	4	...	...	...	...	...	...
Nagasaki	11	29.27	74.5	SSW	4	...	...	...	...	...	...	29.27	74.5	WSW	4	...	...	...	...	...	...
Kagoshima	11	29.27	74.5	SSW	4	...	...	...	...	...	...	29.27	74.5	WSW	4	...	...	...	...	...	...
Oshima	11	29.27	74.5	SSW	4	...	...	...	...	...	...	29.27	74.5	WSW	4	...	...	...	...	...	...
Naha	11	29.27	74.5	SSW	4	...	...	...	...	...	...	29.27	74.5	WSW	4	...	...	...	...	...	...
Ishigakijima	11	29.27	74.5	SSW	4	...	...	...	...	...	...	29.27	74.5	WSW	4	...	...	...	...	...	...
Bonin Island	11	29.27	74.5	SSW	4	...	...	...	...	...	...	29.27	74.5	WSW	4	...	...	...	...	...	...
Chefoo	15	30.14	75.5	40	...	...	...	...	...	...	...	30.14	75.5	40	...	...	...	...	...	...	...
Shanghai	14	30.09	76.2	68	8	SSW	2	...	...	...	...	30.09	76.2	68	8	SSW	2	...	...	...	...
Gutzlaff	14	30.09	76.2	68	8	SSW	2	...	...	...	...	30.09	76.2	68	8	SSW	2	...	...	...	...
Wenchow	14	30.16	75.7	58	8	SSR	2	...	...	...	...	30.16	75.7	58	8	SSR	2	...	...	...	...
Foochow	14	30.07	75.8	58	8	SSR	2	...	...	...	...	30.07	75.8	58	8	SSR	2	...	...	...	...
Amoy	14	30.12	76.0	58	8	SSR	2	...	...	...	...	30.12	76.0	58	8	SSR	2	...	...	...	...
Swatow	14	30.00	76.0	58	8	SSR	2	...	...	...	...	30.00	76.0	58	8	SSR	2	...	...	...	...
Taihekou	11	30.10	76.4	58	8	SSR	2	...	...	...	...	30.10	76.4	58	8	SSR	2	...	...	...	...
Taihu	11	30.06	76.4	58	8	SSR	2	...	...	...	...	30.06	76.4	58	8	SSR	2	...	...	...	...
Tainan	11	30.02	76.5	74	...	...	...	...	...	...	...	30.02	76.5	74	...	...	...	...	...	...	...
Koshu	11	30.05	76.2	67	...	...	...	...	...	...	...	30.05	76.2	67	...	...	...	...	...	...	...
Pescadore	11	29.96	76.1	68	7	E	4	...	...	...	...	29.96	76.1	68	7	E	4	...	...	...	...
Hong Kong	14	29.95	76.0	70	7	ENE	4	...	...	...	...	29.95	76.0	70	7	ENE	4	...	...	...	...
Gap Rock	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Macao	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Hoihow	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Pratas Island	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Philippine	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Tourane	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Cape St. James	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Bacao	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Aparri	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Tuguegarao	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Vigan	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Manila	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Laguna	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Calbayog	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Taloban	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Hoilo	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Cebu	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Surigao	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Saipan	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Guam	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Yap	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Felou	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...
Labuan	14	29.92	76.0	68	4	E	4	...	...	...	...	29.92	76.0	68	4	E	4	...	...	...	...

April 7d. 10h. 12m.—A new anticyclone is central over N.E. China.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.21 inch. Total since January 1, 4.35 inches, against an average of 7.07 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON APRIL 8.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamooks
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 7.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.95	30.04	29.98
Thermometer...	62	63	63
Humidity...	73	95	89
Wind—			
Direction	E	E	E
Force	4	3	4
Weather	O	OD	OD
Rain	0.05	0.00	0.21

Highest open-air Temperature, 81.5
Lowest open-air Temperature, 71.5

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

\$9.00

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AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

HONG KONG TIDE TABLE.

From April 8 to 14, 1931.

Days of Week.	Date of Month.	HIGH WATER.		LOW WATER.	
		Hong Kong Standard Time.	Height.	Hong Kong Standard Time.	Height.
Wed.	8	02.10 12.34	4.0 4.0	05.30 20.30	3.3 1.4
Thur.	9	12.34 13.15	4.0 3.7	05.14 21.55	3.4 1.5
Fri.	10	13.15 14.02	3.7 6.1	23.15	1.5
Sat.	11	14.02 15.10	6.1 5.8		
Sun.	12	15.10 16.54	5.8 4.5	00.30 1.55	1.4 4.3
Mon.	13	16.54 18.33	4.5 5.7	12.00 12.10	4.6 4.0
Tues.	14	18.33 19.20	5.7 4.9	01.40 13.05	3.5 3.5



EMPRESS OF ASIA

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6 A.M.

FRIDAY,

APRIL 10th.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

SHINYU MARU ... Tuesday, 14th April

CHICHIBU MARU ... Wednesday, 20th April

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HEIAN MARU ... Tuesday, 21st April

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HAKOZAKI MARU ... Saturday, 18th April

TERUKUNI MARU ... Saturday, 2nd May

SYDNEY & MELBOURNE via Manila & Ports.

KAMO MARU ... Saturday, 25th April

KITANO MARU ... Saturday, 23rd May

BOMBAY via Singapore, Penang & Colombo.

TANGO MARU ... Saturday, 11th April

TOTOMI MARU ... Monday, 27th April

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Wednesday, 22nd April

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU ... Tuesday, 14th April

NEW YORK, BOSTON via PANAMA.

LISBON MARU ... Monday, 13th April

LIVERPOOL via Port Said, Suez, Constantinople,

Genoa & Marseilles.

LIMA MARU ... Monday, 13th April

CALCUTTA via Singapore, Penang & Bangkok.

MALACCA MARU ... Thursday, 8th April

MURORAN MARU ... Wednesday, 18th April

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU (Nagasaki direct) ... Wednesday, 15th April

HIKAWA MARU (Yokohama direct) ... Wednesday, 15th April

HARUNA MARU ... Friday, 17th April

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ANGERS ... 14th Apr.

FELIX ROUSSEL ... 28th Apr.

G. METZINGER ... 12th May

SPHINX ... 26th May

CHENONORAU ... 9th June

ATHOS II ... 23rd June

ANDRE LEBON ... 7th July

DARTAGNAN ... 21st July

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 12,800 TONS;
THROUGH CARGO
20,000 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	H.K.	Porta
Kingyuan, Swatow 283	1,373	
Kwangchow, Hoihow 1,500	900	
Suiyang, Canton —	650	
Hinsang, Sandakan 4,200	—	
Yusan, Canton 2	130	
	5,985	2,753
American		
Pres. McKinley, Shanghai 1,004	2,127	
Patrick Henry, Manila 185	9,922	
	1,189	12,049
Danish		
Annam, Taingao —	4,000	
	—	4,000
Norwegian		
Solviken, Saigon 2,400	—	
	—	2,400
Japanese		
Kachosan Maru, Miiko 2,740	—	
	—	2,740
Chinese		
Eng Lee, Dairen 460	1,200	
Cheung On, Shanmei 50	—	
	500	1,200
Total	12,814	20,002

SHIPS IN HARBOUR.

ARRIVALS.

The following merchant vessels were in port yesterday:—

Wharves:—Kowloon: President McKinley, London Maru, Bengal Maru, Nollor, Kutsang, Socony, Laichikok: Eldina; Jardine Matheson: Waishang; O.S.K.: Hozan Maru; Douglas Lapraik: Haiching; Chiu On: Hydrangea.

Docks:—Kowloon: Haru Maru, Vigilante, Cumberland, Prominent, Hangsang, Corato, An Lee, Kanlon; Taikoo: Tuinon, Hanyang, Ixion, Chusan, Kiangsu.

Buoys:—A3 Pleasantville, A5 Tjmanock, A6 Michigan, A7 Tinhow, A8 Danmark, A9 Patrick Henry, A10 Solandia, A12 Annam, B2 Yusang, B3 Kweiyang, B5 Malsang, B14 Suiyang, B15 Kwangchow, B17 Graciosa, B19 Wing Lee, B30 Kingyuan, B21 Lyeemoon, B22 Hinsang, B23 Kachosan Maru, B24 Tuan Lee, B25 Taivestau Maru, C1 An Lee, C5 Hella.

CLEARANCES.

April 7.

An Lee, for Tientsin.
Annam, for Singapore.
Aeneas, for Shanghai.
Col di Lana, for Shanghai.
Danmark, for Shanghai.
Eldena, for Manila.
Eng Lee, for Canton.
Fulda, for Shanghai.
Hangsang, for Swatow.
Haiching, for Swatow.
Kweiyang, for Hoihow.
Kingyuan, for Canton.
Lyeemoon, for Singapore.
Michigan, for Manila.
Patrick Henry, for Honolulu.
Pres. McKinley, for Manila.
Pilsna, for Shanghai.
Peking Maru, for Canton.
Solandia, for Taingao.
Tjmanock, for Batavia.
Tasculusa, for Los Angeles.

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

British	Arr.	Dep.
American	2	0
Danish	1	0
Norwegian	1	0
Japanese	1	6
Chinese	3	1
Total	12	13

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

British	Dep.
Kingyuan (Br.) Shanghai, Swatow	51
Kwangchow (Br.) Hoihow	92
Suiyang (Br.) Canton	50
Pres. McKinley (American)	—
San Francisco, Shanghai	447
Solviken (Nor.) Saigon	400
Tak Hing (Chi.) Aitau	65
Total	1,117

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UNITED KINGDOM & CONTINENT

S.S. "CITY OF RHIO" ... Havre, London, Rotterdam & Hamburg ... 16th April

S.S. "CITY OF ATHENS" ... Havre, London, Rotterdam & Hamburg ... 16th May

S.S. "CITY OF BATAVIA" ... Havre, London, Rotterdam & Hamburg ... 17th June

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND MANCHURIAN LINE

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BOSTON NEW YORK & BALTIMORE ... AMERICAN & ORIENTAL LINE

M.V. "TWEEDBANK" ... 4th May

M.V. "IRISBANK" ... 9th June

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... 10th April

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

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PENINSULAR AND ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tonnage	From Hongkong	Destination
"MIRZAPUR"	6,718	9th Apr.	Straits, Colombo & Bombay.
"KARMA"	6,128	11th Apr., Noon	Marsa, L'don, Hull, R'dm. & A'warp
"RAJPUTANA"	10,128	11th Apr.	Marseilles and London.
"SOUDAN"	—	2nd May (Mars.)	L'don, Hull, R'dm. & A'warp
"KIDDERPORE"	5,334	3rd May	Straits, Colombo & Bombay.
"KALYAN"	9,144	9th May	Marsa, L'don, Hull, R'dm. & A'warp
"COMORIN"	10,132	23rd May	Bombay, Marseilles and London.
"HURDWAN"	—	30th May (Mars.)	L'don, Hull, R'dm. & A'warp
"KASHMIR"	9,958	6th June	Marsa, L'don, Hull, R'dm. & A'warp
"BANFURA"	10,001	20th June	Bombay, Marseilles and London.
"KASHGAR"	9,005	4th July	Marsa, L'don, Hull, R'dm. & A'warp
"RAJPUTANA"	10,819	18th July	Bombay, Marseilles and London.
"KALYAN"	9,144	25th July	Marsa, L'don, Hull, R'dm. & A'warp
"KIDDERPORE"	5,334	1st Aug.	Straits, Colombo & Bombay.
"KASHMIR"	9,958	8th Aug. (Mars.)	L'don, Hull, R'dm. & A'warp
"BANFURA"	10,001	15th Aug.	Bombay, Marseilles and London.
"KASHGAR"	9,005	29th Aug.	Marsa, L'don, Hull, R'dm. & A'warp
"RAJPUTANA"	10,819	12th Sept.	Bombay, Marseilles and London.
"KALYAN"	9,144	16th Sept. (Mars.)	L'don, Hull, R'dm. & A'warp
"KIDDERPORE"	5,334	23rd Sept.	Marsa, L'don, Hull, R'dm. & A'warp
"KASHMIR"	9,958	10th Oct.	Bombay, Marseilles and London.
"BANFURA"	10,001	17th Oct. (Mars.)	L'don, Hull, R'dm. & A'warp
"KASHGAR"	9,005	24th Oct.	Marsa, L'don, Hull, R'dm. & A'warp
"RAJPUTANA"	10,819	7th Nov.	Bombay, Marseilles and London.

|| Calls Havra. || Calls Bremen.
* Cargo only. || Calls Cambrano. || Calls Port Swettenham. || Calls Karachi.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireas, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tonnage	18th Apr.	18th May	18th June
"TALMA"	10,000	18th Apr.	18th May	18th June
"TAKADA"	9,949	3rd May	3rd June	3rd July
"SIRDHANA"	7,745	18th May	18th June	18th July
"TILAWA"	10,000	3rd June	3rd July	3rd Aug.
"SANTHIA"	7,745	18th June	18th July	18th Aug.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tonnage	1st May	3rd May	1st July
"NELLORE"	6,853	1st May	3rd May	1st July
"TANDA"	6,956	3rd May	3rd June	3rd July
"ST. ALBANS"	4,500	1st July	3rd July	3rd Aug.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KALYAN"	9,144	10th Apr., Noon	S'hai, Moji, Kobe & Y'hanna
"TAKADA"	9,949	12th Apr.	Amoy, S'hai, Moji, Kobe & O'sha
"SIRDHANA"	7,745	17th Apr.	S'hai, Moji, Kobe & O'sha
"COMORIN"	10,132	24th Apr.	Amoy, Moji, Kobe & O'sha
"TILAWA"	10,000	1st May	Shanghai, Kobe & Yokohama
"KASHMIR"	9,958	8th May	Amoy, Moji, Kobe & O'sha
"BANFURA"	10,001	15th May	S'hai, Moji, Kobe & Yokohama
"TANDA"	9,968	22nd May	S'hai, Moji, Kobe, O'sha & Y'hanna
"RANPURA"	10,001	29th May	Shanghai, Kobe & Yokohama
"SANTHA"	9,949	5th June	Amoy, Moji, Kobe & O'sha
"ST. ALBAN"	4,900	12th June	S'hai, Moji, Kobe & Yokohama
"RAWALPINDI"	10,019	19th June	S'hai, Moji, Kobe & O'sha
"KHYBER"	9,114	26th June	S'hai, Moji, Kobe & Yokohama
"NEILOH"	8,653	3rd July	S'hai, Moji, Kobe & O'sha
"MUTAFANA"	10,988	10th July	S'hai, Moji, Kobe, O'sha & Y'hanna
"KAMMALA"	9,128	17th July	S'hai, Kobe & Yokohama
"CATWAY"	10,121	24th July	S'hai, Moji, Kobe & Yokohama
"KALYAN"	9,144	31st Aug.	Shanghai, Kobe & Yokohama
"KHIVA"	9,135	7th Sept.	S'hai, Moji, Kobe & Y'hanna
"KASHMIR"	9,958	14th Sept.	do.
"NALDERA"	16,083	21st Sept.	S'hai, Kobe & Yokohama
"MACEDONIA"	11,120	28th Oct.	Shanghai, Moji, Kobe & Y'hanna
"RAJPUTANA"	10,608	7th Nov.	S'hai, Kobe & Yokohama

For reliable information about the whole of the Far East use the

DIRECTORY & CHRONICLE

CHINA, JAPAN, COREA, INDIA, SIAH, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS, INDIA, BORNEO, THE PHILIPPINES, Etc.

This Large Volume of approximately 2,200 Pages gives, in addition to the Usual Lists of Firms, an Alphabetical List of Residents in the Far East containing the Names of nearly

20,000 FOREIGNERS.

Arranged, with the initials as well as Surnames in strict alphabetical order.

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OF

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April 7, 1931

ON LONDON:—	
Telegraphic Transfer...	111
Bank Bills, on demand...	111
Bank Bills, 4 months' sight...	11 11/16
Credits, 4 months' sight...	1/ 5/16
Documents, 4 months' sight...	1/ 7/16
ON PARIS:—	
Bank Bills, on demand...	600
Credits, 4 months' sight...	640
ON NEW YORK:—	
Bank Bills, on demand...	23 1/2
Credits, 60 days' sight...	24 1/2
ON BOMBAY:—	
Telegraphic Transfer...	65 1/2
Bank, on demand...	65 1/2
ON CALCUTTA:—	
Telegraphic Transfer...	65 1/2
Bank, on demand...	65 1/2
ON SHANGHAI:—	
Bank, at sight...	77 1/2
ON YOKOHAMA:—	
Bank, on demand...	47 1/2
ON SINGAPORE:—	
On demand...	41 1/2
ON BATAVIA:—On demand...	58 1/2
ON HAMBURG:—	
On demand...	60 1/2
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On demand...	185
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11, Ice House Street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$50,000,000
Issued & Fully Paid-up.....\$20,000,000
Reserve Funds:—
Sterling\$5,000,000
Silver\$10,000,000
Reserve Liability of Proprietors\$20,000,000

Head Office: HONG KONG.

Board of Directors:

Hon. Mr. C. G. S. MACKIE, Chairman.

Hon. Mr. J. J. PATRICKSON, Deputy Chairman.

W. H. Bell, Esq., A. H. Compton, Esq., B. Lander Lewis, Esq., G. Miskin, Esq., T. E. Pearce, Esq., J. A. Plummer, Esq., T. H. R. Shaw, Esq., J. P. Warren, Esq.

Chief Manager: V. M. GRAYBURN, Esq.

Branches:—

Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Chiofo, Colombo, Dairen, Foochow, Haiphong, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Sourabaya, Suva, Tientsin, Yokohama.

Current Accounts opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and Sterling on terms which will be quoted on application.

Hong Kong, 25th Feb., 1931. [29]

HONG KONG SAVINGS BANK.

The business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hong Kong & Shanghai Banking Corporation, V. M. GRAYBURN, Chief Manager.

Hong Kong, 10th July, 1930. [2]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL AND SURPLUS—U.S. \$4,500,000.

HEAD OFFICE: 19, PINE STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal markets of the world. Interest Rates on Application.

This Bank is entirely owned by The Chase National Bank, New York, whose Total Resources are U.S. \$2,500,000,000.

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(NETHERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD CENTRAL.

Authorized Capital—Gldrs. 150,000,000—(\$12,500,000).

Paid-Up Capital—Gldrs. 80,000,000—(\$6,400,000).

Reserve Fund—Gldrs. 40,015,000—(\$3,201,250).

Head Office:—Amsterdam.

Eastern Head Office:—Batavia.

Branches:—Batavia, Bencoolen, Birmah, Borneo, Calcutta, Canton, Chiofo, Colombo, Dairen, Foochow, Haiphong, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Sourabaya, Suva, Tientsin, Yokohama.

These offices have Safe Deposit Boxes to Let.

London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

A. STOKKINK, Acting Manager.

Hong Kong, 18th May, 1930. [30]

THE BANK OF CANTON, LTD.

Head Office: HONG KONG.

Hong Kong Currency.

AUTHORIZED CAPITAL.....\$11,000,000

PAID-UP CAPITAL.....8,000,000

RESERVE FUND.....1,100,000

Branches:—CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK AND SAN FRANCISCO.

London Bankers: THE LLOYDS BANK, LTD.

Correspondents

at Principal Cities of the World.

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Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.

LOOK POONG SHAN, Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital£3,000,000

Reserve Fund£4,000,000

Reserve Liability of Proprietors£2,000,000

Agencies and Branches:—

ALGERIA, BOMBAY, CALCUTTA, CANTON, CHIOFO, COLOMBO, DAIREN, HANKOW, HARBIN, HONGKONG, KANGAROO, KUALA, KUPANG, LONDON, LYONS, MANILA, MEDAN, Peking, Rangoon, San Francisco, Shanghai, Singapore, Sourabaya, Suva, Tientsin, Yokohama.

Foreign Exchange and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 18th March, 1931. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).

Princes Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital, fully paid-upFr. 50,000,000

Special Working CapitalFr. 50,000,000

ReservesFr. 25,910,000

Branches:—Paris, Lyons, Marseille, Saigon, Haiphong, Hanoi, Tientsin, Peking, Hankow, Canton, Shanghai, Hong Kong.

Bankers: Banque de France, Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.

New York: American Exchange and Trust Co., Bank of Commerce.

San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. ROLLIN, Manager.

Hong Kong, 1st July, 1929.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital£3,000,000

Subscribed Capital£1,800,000

Paid-up Capital£1,050,000

Reserve Fund and Reserves£1,040,000

Branches:—Batavia, Bencoolen, Birmah, Borneo, Calcutta, Canton, Chiofo, Colombo, Dairen, Foochow, Haiphong, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Sourabaya, Suva, Tientsin, Yokohama.

These offices have Safe Deposit Boxes to Let.

London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

A. STOKKINK, Acting Manager.

Hong Kong, 18th May, 1930. [30]

THE BANK OF CHINA.

Reorganized October 29, 1929, under special charter of the National Government as an INTERNATIONAL EXCHANGE BANK.

Subscribed Capital.....\$25,000,000.00

Paid-up Capital.....\$24,710,000.00

Reserve Funds.....\$3,890,000.00

HEAD OFFICE:—SHANGHAI.

HONG KONG BRANCH: 4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

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SHOU J. CHEN, Manager.

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Head Office: 65, Broadway, New York.

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Resources Over \$2,500,000,000

C. H. BENSON, General Manager.

THE HO HONG BANK, LTD.

Established 1917.

HEAD OFFICE:—SINGAPORE.

HONG KONG OFFICE:—10, QUEEN'S RD. C.

Authorized Capital.....Straits \$20,000,000

Issued\$8,000,000

Paid-up\$4,000,000

Reserve Liabilities of Shareholders\$4,000,000

Surplus\$2,220,000

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOI, Manager.

BANQUE DE L'INDO-CHINE.

Head Office: 93, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00

Paid-up CapitalFr. 68,400,000.00

Reserve FundFr. 102,000,000.00

Branches:—Bangkok, Batavia, Bencoolen, Birmah, Borneo, Calcutta, Canton, Chiofo, Colombo, Dairen, Foochow, Haiphong, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Sourabaya, Suva, Tientsin, Yokohama.

These offices have Safe Deposit Boxes to Let.

London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

A. STOKKINK, Acting Manager.

Hong Kong, 18th May, 1930. [30]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000

Reserve FundYen 115,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:—Alexandria, Batavia, Bencoolen, Birmah, Borneo, Calcutta, Canton, Chiofo, Colombo, Dairen, Foochow, Haiphong, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Sourabaya, Suva, Tientsin, Yokohama.

These offices have Safe Deposit Boxes to Let.

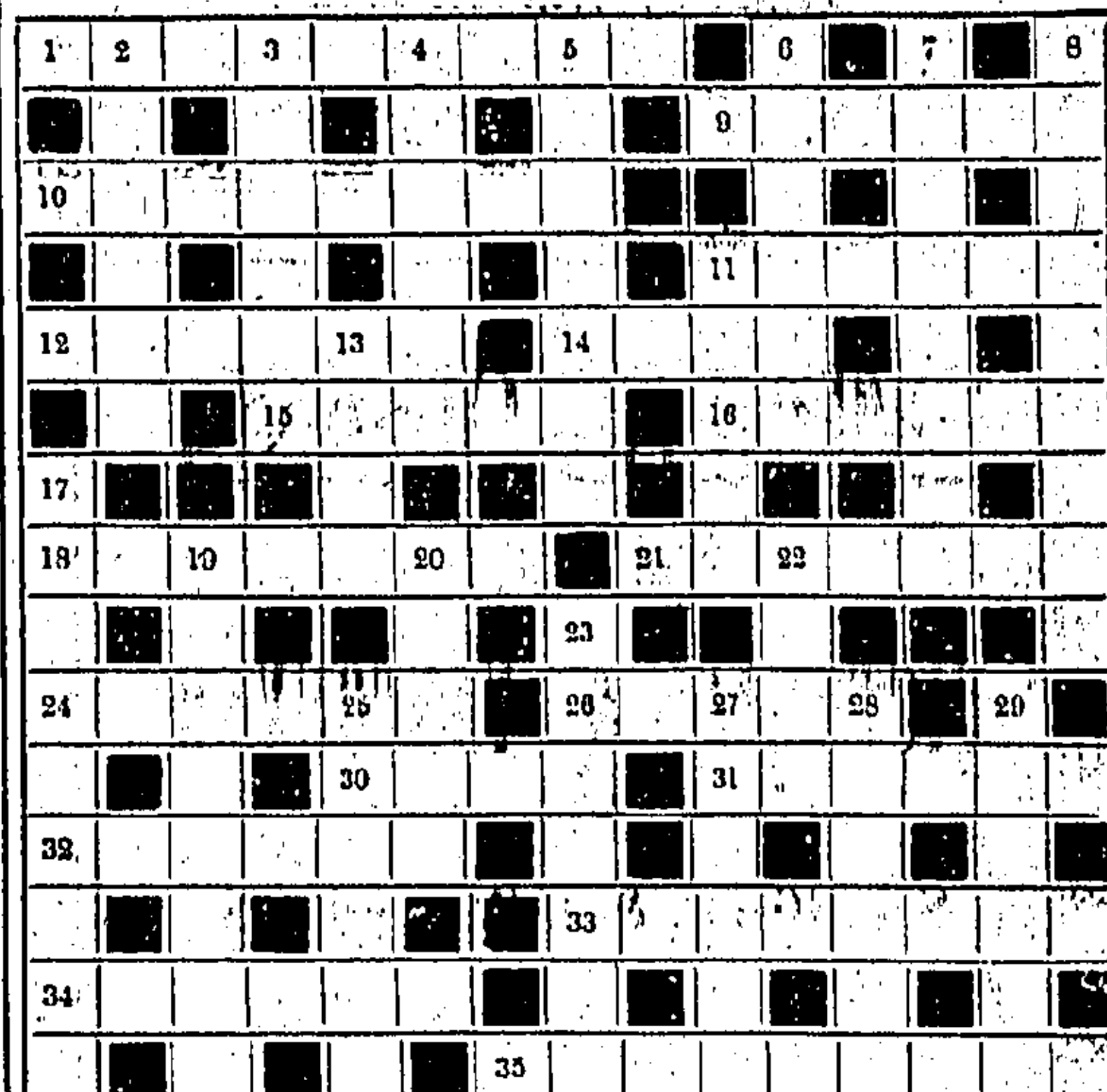
London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

A. STOKKINK, Acting Manager.

Hong Kong, 2nd May, 1929. [32]

CROSSWORD PUZZLE.



CLUES.

Across.

1.—Isn't that chess "mild"? Ent "up," there is plenty of it (anag.).

9.—Mother helps to make a salad in two two's—of practically so.

10.—A Brazilian province leads to heaven.

11.—Bring on inevitably.

12.—Your this of your estate may be by 11 across.

14.—The most isolated part of Chislehurst.

15.—"He hath me out of house and home."—King Henry IV.

16.—Famous Victorian tragedian.

18.—A rushing stream.

21.—William the Conqueror's wife.

24.—Neither "mute" nor "in-glorious."

25.—A rope is useful when one has to search for something—like this.

26.—There is no fun, Tom, in telling such a tall yarn as that (hidden).

31.—After 10 this Continental city is associated with ragtime.

32.—Lightness of conduct introduced by one of Jacob's sons.

33.—Copied.

34.—These may, or may not, be Spanish gentlemen, but with another head they certainly will be.

35.—Statement.

Down.

2.—More despicable.

3.—Why is the letter "L" in this word like Arsenal?

4.—Supposed to have three legs—but it's all right, notwithstanding.

5.—This may increase weight, or reduce it.

6.—Financial operation associated with one's Hornet.

7.—Describes (in a rather misleading fashion) the Crystal Palace.

8.—It seems unlikely that this "undergraduate" would ever get his fluffer Blue. He has only one leg.

11.—Child's name, (shortened)—very "popular" for full.

13.—They were, in Grand Opera, celebrated in all the capitals of the world (hidden).

17.—Incite.

19.—This is pertinent, in regard to the eastern part of the Mediterranean.

20.—A simpton.

22.—A pattern that these clues are set in.

23.—You'll find lots on the front page.

25.—A confused noise.

27.—The charity's word for doing a job of work.

28.—Erring, but good enough in the society of a knight of old.

29.—Modern Latinists give this old Roman a "kick" to start off with—I prefer a softer approach to him.